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S. BEGG "

THE IDOLS OF THE FLYING HOURS: PRIVILEGED VISITORS AND WORLD-FAMOUS AVIATORS IN THE SHEDS OF BLACKPOOL'S AERODROME.

None but a few very privileged visitors were allowed to go near the sheds. Therefore, the honour of seeing some of the premier flying-men of the world, as it were, at home was all the more appreciated by those able to do so.-[Drawn by S. Begg, our Special Arrist at Blackpool..]

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# TO THE CONTINENT

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### PARLIAMENT.

BOTH Houses have been busy this week, the Lords in revising some of the work of the Commons, and the latter in giving numerous final touches to the Finance Bill. The Peers in quite a cordial manner assented to the second reading of the Development Bill, which was recommended to them in a good-humoured speech by Lord Carrington, a Minister whose personal popularity is without limit of party; but, while agreeing to its main objects, they have found several serious faults in the methods in which these are carried out. And certainly they have shown no lack of courage serious faults in the methods in which these are carried out. And certainly they have shown no lack of courage or of skill, in the case of any measure, in making the amendments which they consider right. The Marquess of Lansdowne has been steadily supported by the colleagues with whom he acted in the last Government, and his authority has prevailed. Before settling down to the Finance Bill this week the Commons, on reassembling after their holiday, disposed of the London Elections Bill. This scheme has had an amazingly quick run. No attempt was made in Grand Committee to move amendments, and when it came before the House five hours sufficed for the Report stage and the third reading. hours sufficed for the Report stage and the third reading. Unionists denounced it as a political dodge and as an attempt to gerrymander the constituencies, and they objected specially to the proposal which would prevent men with qualifications in different parts of London from exercising more than one vote. On the other hand Mr. Lewis Harcourt, the promoter of the Bill, and its supporters, made a great deal of the point that, by treating London as an entity, a voter would not be temporarily disfranchised by removing from one district to another. It was assumed by some members of the Opposition that the Lords would reject the Bill, but in the House of Commons only twenty-nine voted against its final stage. Probably its easy passage was due partly to the fact that it was in charge of Mr. Harcourt. Although a very keen party man, his courtesy and wit commend him in all attempt to gerrymander the constituencies, and they party man, his courtesy and wit commend him in all quarters of the House.

### THE FLYING AGE: BOOKS OF THE MOMENT.

by Alphonse Berget (Heinemann), "The Conquest of is one of the most ambitious books the Air." yet issued on the subject of aerial navigation, and it must be classed amongst the best. M. Berget can draw a good deal on his own experience, and he has the Frenchman's art of explaining matters in an entertaining fashion. An excellent selection of photographs and drawings enhances the value of the work. A little fault which may be pointed out is that M. Berget writes too much from the French standpoint. Thus, the writes too much from the French standpoint. Thus, the share taken by England, Germany, and America in the early stages of aviation is treated in rather too brief a fashion, and one is asked to believe that the French have accomplished well-nigh everything. Even the work of the Wrights is hardly given enough credit, though it is well known that their labours led directly to the subject being taken up in France. In the dirigible-balloon section, M. Berget lavishes most praise on the "Clément-Bayard" and the "République" types of air-ship as being superior to anything else; but since his book was written both vessels have, unfortunately, been wrecked, whilst the Zeppelin ships are still in existence, after far more arduous trials. But the work on the whole has been admirably carried out, and the book is one of the most valuable and lucid yet written on this difficult and ever-changing subject. It written on this difficult and ever-changing subject. It can be thoroughly recommended to all students of aeronautics as a highly instructive and interesting handbook; and the manner in which it has been produced is admirable. For those who wish to get a grasp of the principles governing aerial navigation, no better work can be found, as the whole subject is treated in

"Aerial Navigation The demand for books on aeronautical matters will soon be folof To-Day."

nautical matters will soon be followed by a plethora of works on the subject, many of them rushed out with undue haste. In Mr. C. G. Turner's handsomely got-up book, "Aerial Navigation of To-Day" (Seeley), there are various indications of hasty preparation, and yet withal the volume, although dated for 1910, does not take us beyond the first few months of 1909. This defect must be expected in well-nigh every work dealing with such a quick-change subject as aeronautics. The principal fault with Mr. Turner's book, however, is that it contains too many extracts from other works; and not all of them are judiciously selected. Mr. Turner, moreover, does not in every case acknowledge the source of his information, every case acknowledge the source of his information, and on pages 180 and 181, for instance, there are three consecutive paragraphs taken from another well-known book on aeronautics without anything to show that they are extracts. This, no doubt, has been due to the hurry in which the book has apparently been produced, but it is a fault which should be avoided. Mr. Turner is best in dealing with ballooning pure and simple, for here, at least, he can call upon personal experiences. His weakest point is probably in dealing with the mechanical side of aeronautics. The book is well illustrated; and if several rather scrappy chapters were expanded judiciously and the whole volume carefully revised, it might make a useful addition to the aeronaut's library. addition to the aeronaut's library.

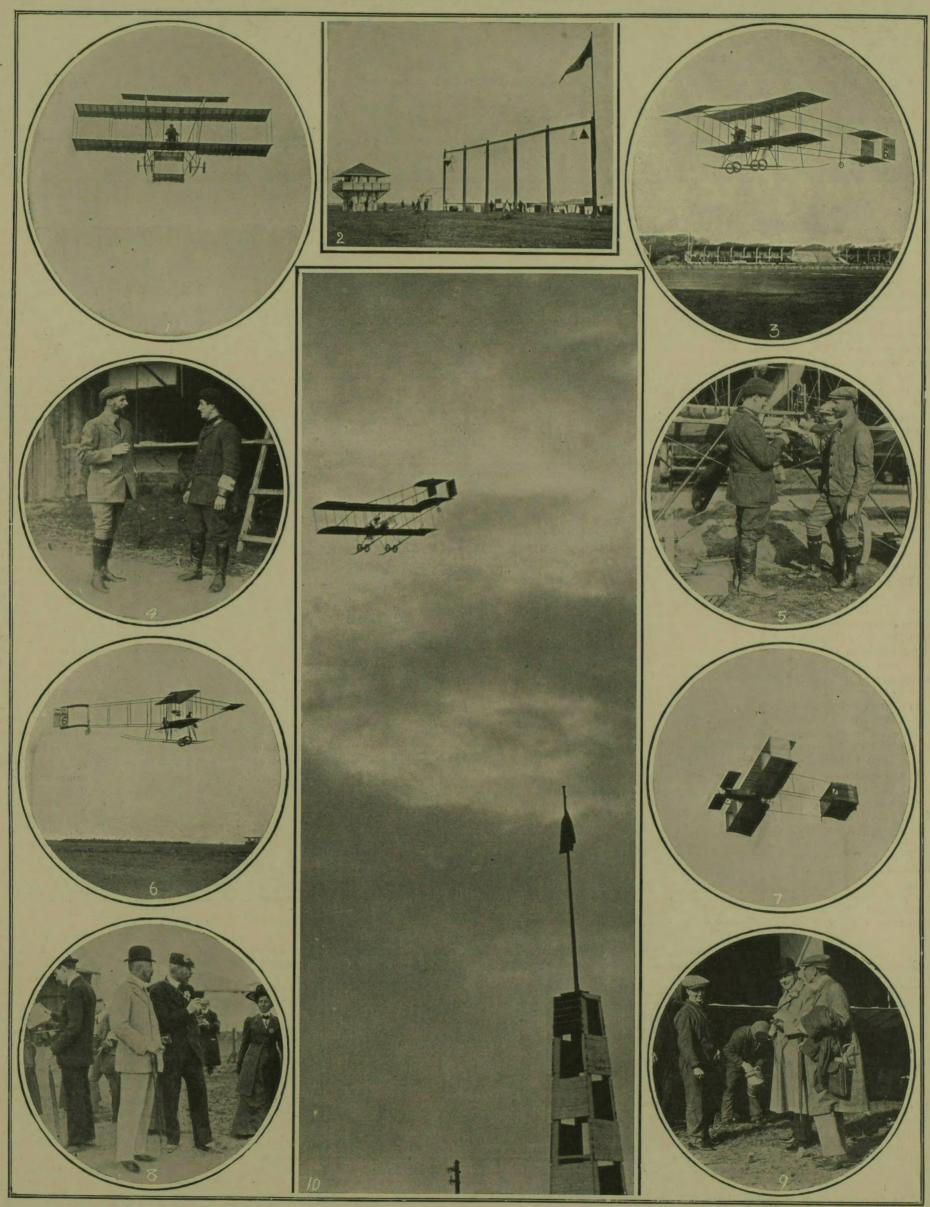
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# SPORT IN THE AIR: THE FLYING AT BLACKPOOL.

PHOTOGRAPHS BY TOPICAL AND ILLUSTRATIONS BUREAU.



- 1. AN ENGLISHMAN MAKING THE FIRST FLIGHT OVER THE BLACK-POOL AERODROME; MR. FARMAN ON M. PAULHAN'S "LE GYPAÈTE."
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- AT THE AERODOME.
- THE SPORTSMAN WHO ASKED DONCASTER TO ABANDON HER FLYING MEETING: LORD LONDALE.
- MAN IN FLIGHT: PAULHAN SOARING ABOVE THE BLACKPOOL AVIATION GROUND.

Mr. Farman's aeroplane had not arrived at Blackpool on the first day of the flying meeting. There were those, however, who thought that the spectators would be pleased if the first flight over the Blackpool aerodrome could be made by Mr. Farman, who is an Englishman and one of the pioneers of aviation, M. Paulhan was appealed to, and, with much generosity, not only agreed that Mr. Farman ought to make the first flight, but shared with him his own Farman biplane "Le Gypaète." M. Paulhan, by the way, is responsible for the coining of a new phrase. When the Comte de Lambert made off northwards from Juvisy, on the occasion of his flight over Paris, the comment of the crowd was, "Il fait son petit Paulhan," a reference to the little tour across country made by M. Paulhan the other day. M. Rougier has had a remarkable career as a flying-man. When he was at Rheims he was, to all intents and purposes, a beginner; at Brescia he broke the world's record for height of flight; at Berlin he carried off most of the chief prizes. Lord Lonsdale, when the clashing of the Doncaster and Blackpool meetings was being discussed at considerable length, wrote to the Doncaster Committee asking them, as sportsmen, not to hold their meeting at the same time as Blackpool. On getting their reply, he expressed his satisfaction with their attitude, and acknowledged that the date of the meeting could not be changed.



By G. K. CHESTERTON.

ORD ROSEBERY, I think, once offered the para-ORD ROSEBERY, I think, died doxical suggestion that newspapers should consist of news. He proposed to exclude all comment, moral, political, and (I hope) financial. It may be doubted whether the journals under his Lordship's review would be disarmed by so simple a reform. Newspapers have been known before now to indulge in methods even more direct than comment. The comment at the worst can only be fallacious; the news can be false. Or even if it is not false, it may be so selected as to give a totally false picture of the place or topic under dispute. Selection is the fine art of falsity. Tennyson put it very feebly and inadequately when he said that the blackest of lies is the lie that is half a truth. The blackest of lies is the lie that is entirely a truth. Once give me

the right to pick out anything and I shall not need to invent anything. If in my History of the World, published some centuries hence, I am allowed to mark the nineteenth century only by the names of Mr. Whitaker Wright and Jack the Ripper, I will promise to add no further comment. If I am free to report this planet to the Man in the Moon as being inhabited by scorpions and South African millionaires, I will undertake to leave the facts to speak for themselves. I will undertake to create a false impression solely by facts. I shall not ask to say what I choose, so long as I can choose what I choose. So long as I am not asked to tell the truth, I will cheerfully undertake not to tell any lies.

That, one innocently supposed, was the arrangement we had all accepted. The newspapers do not need to offer any view of the facts; for the facts themselves are as artistic and one-sided as any view of them could be. The most perfect comment would spoil a story that had already been picked out with the perfection of an epigram.

"The foreign news" of one of the great go-ahead dailies that furniture thrown at the head will probably fairly tried." They tell me instead that he was is itself a comment on the complexity of Europe; and why should we need a con one, had grown quite used to the established modern usage: strictly partisan information unvulgarised by any partisan rhetoric. But of late I have begun to see a new method developing, a method which is surely worthy of notice if only because it raises again Lord Rosebery's question in a somewhat strange form.

The new method of journalism is to offer so many comments or, at least, secondary circumstances that there is actually no room left for the original facts. Lord Rosebery wished to have the story with-out the moral. We seem likely now to have the moral without the story: at any rate, to have the moral effects without the story. A pebble is thrown into the sea, and lost to sight for ever; we only behold the concentric ripples widening for ever through all the waters of the world. The English or American Press will be suddenly seized with a storm of indignation about something; new phases of that indignation will flish forth hour after hour; but the really difficult

thing will be to discover the plain outline of the original affair. Most of my readers must, I think, have observed instances of this overwhelming wave of irrelevance. Some brokers at Amsterdam (let us say) throw furniture at an auctioneer. We do not hear of the event, however, even in so plain and meagre a form as that. We see a paragraph headed "Anti-Auctioneer Movement in Holland," and then after that, in smaller letters, "Strong Protest in Chicago." Then it becomes a feature of the newspaper for several days under an established title, such as "The Dutch Persecution" or "The Cry of the Auctioneers." Under this heading are arranged all sorts of things in little separate paragraphs; an attempt to interview the Chinese Ambassador on the subject; Mr. Carnegie's strong opinion

curious method has for some time marked our attitude in the case of those foreign crimes or tyrannies against which we English are so heroically ready to rebel. I remember that the accounts of the second trial of Dreyfus were so encumbered with anecdotes and European opinion and gossip generally that they had no room for any intelligible account of the evidence at all. The report of the trial itself was something that no human being could make head or tail of; questions without any answer, answers not provoked by any question, sudden and violent changes of the subject, prolonged and feverish pursuit of persons who had never been heard of before; abrupt announcements by public men referring to disclosures that had not been disclosed-it was like reading the law reports in a nightmare. The

story of the Pannizardi telegram, for instance, was told in such a way as to make no sort of sense at all; it was only long afterwards that I pieced the true facts together, with some remarkable results to myself. We are perpetually in danger of the same mistake in all our modern English indignations about Russia, about Spain, about the Congo. It is only too probable that there is much wrong; but I want to hear the wrong, not to hear about it. As it is, it is almost always on some utterly extraneous and impertinent point of creed, social type, or historical analogy that our protestors insist. I will give but one example. I did not see the unfortunate Ferrer tried; but I can easily imagine that this trial may have been hasty and unjust. I remember what our own courts - martial were in Africa, in face of a far



THE COMTE DE LAMBERT'S GREAT FLIGHT OVER PARIS: CIRCLING ROUND THE EIFFEL TOWER IN HIS WRIGHT BIPLANE.

Some of the most brilliant feats accomplished in aviation appear to be done on the spur of the moment; indeed, it is often only after starting that an aviator knows whether his machine is working well and all is favourable for a great adventure. When the Comte de Lambert left the ground at Juvisy last Monday afternoon no one knew that he was about to undertake his magnificent flight to Paris and back, though he had been awaiting a good chance for six days, and had stationed a timekeeper on the Eiffel Tower. During his second round of the Juvisy course he suddenly left the field and, heading away over the hills, disappeared in the distance, leaving an amazed and somewhat anxious crowd behind him. Arriving at Paris, he soared round the top of the Eiffel Tower (which is over 900 feet high) at a height of at least 1100 feet, and then returned over Issy les Moulins to Juvisy, having travelled from forty to forty-five miles in forty-nine minutes. A great ovation awaited the Count at Juvisy, and at a meeting held on the spot it was decided to present him with a gold medal in honour of his splendid achievement.

> hurt; the Pope's pronouncement on the ethics of auctioneering; a letter signed "Indignant Briton" demanding that all brokers (or all Dutchmen) should be turned out of England; a proposal by some energetic idiot to open a subscription for somebody; and, finally, a series of soothing assurances telling us that the affair is not likely seriously to disturb the Bank Rate, the King's health, the North Sea whale-fisheries, or the General Election. Through all this forest of inconsequent facts I wander, trying in vain to find the ultimate and cogent facts upon which to form my opinion. I want to know what the auctioneer did, why they threw furniture at him, what defence they offer for having done so, whether he threw any furniture first, and, in short, all the things I should want to know if I were a juryman and were properly trying the case. But these are exactly the facts that I can never find in the newspapers. Anecdotes of the auctioneer's childhood, parallel instances of the tyranny of brokers in the Dark Ages, passionate pronouncements by novelists and Nonconformist ministers that we must go in and win; but not the story. This

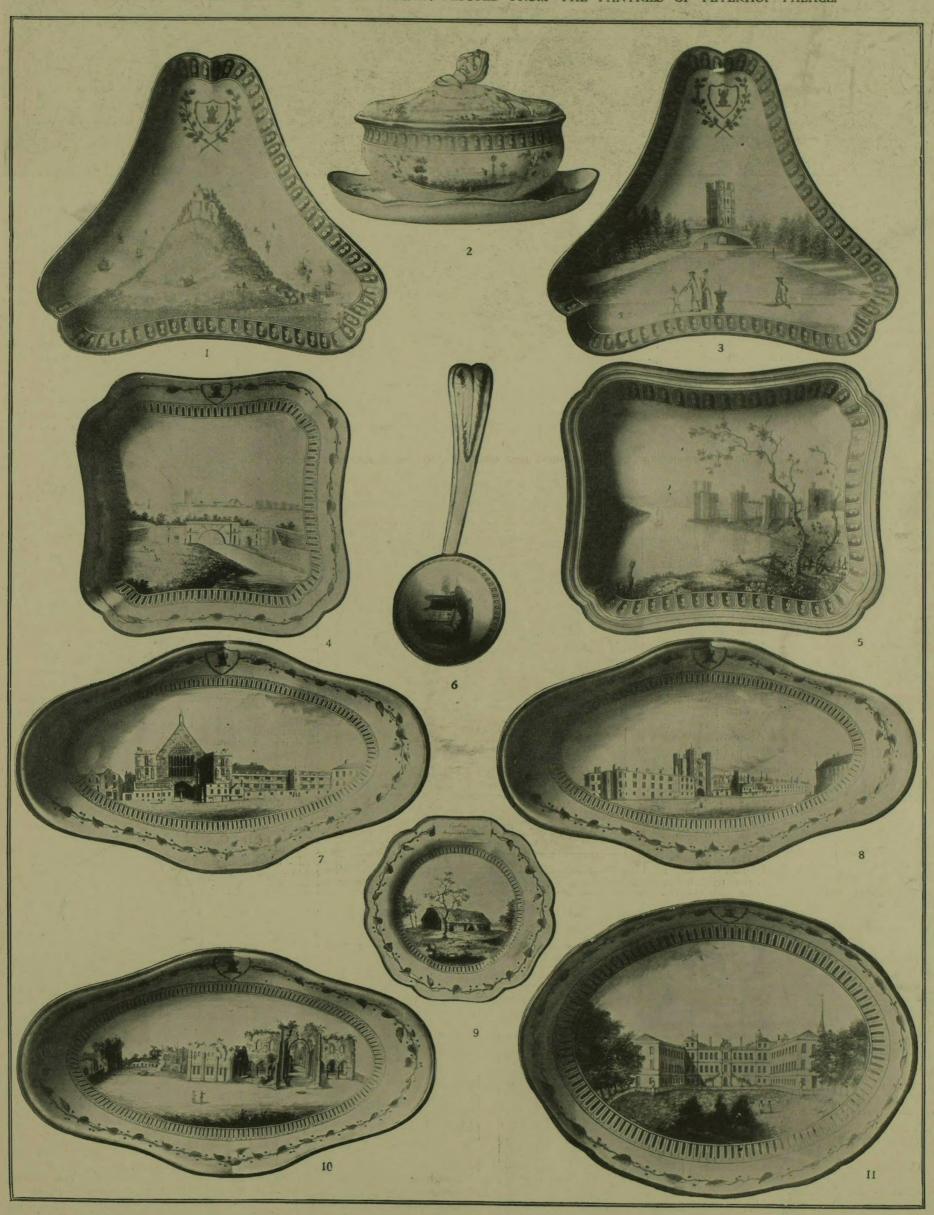
Now, if Ferrer was unfairly tried, his judges should be denounced, though he were the filthiest brigand or pickpocket in Spain. But the indignant journalists do not say, "In such and such respects Ferrer was un-

less formidable rebellion.

a great educationist. That is what I mean by introducing irrelevant moralities instead of the story. Why should not a great educationist be shot like anybody else; why should he not deserve shooting like anybody else? I know more than one educationist whom I should like to have a pot at. Great educationists before now have been oppressors and profligates, cruel torturers, or vile corruptors of youth. I do not say that Ferrer was not a just and honourable man; I do not know anything about it, thanks to the newspapers. He is not the first just and honourable man that has been executed by other just and honourable men in times of armed rebellion. I am only concerned to protest against the intellectual method which transfers the public feeling from the injustice of his sentence to the excellence of his profession or his hobby. Plenty of poor people have been killed in the Spanish riots, and I confess I am not comfortable about this English journalistic habit, which feels the blow of the tyrant not as a blow against humanity, but only as a blow against education and emmence.

# THE REDISCOVERY OF CATHERINE THE GREAT'S WEDGWOOD SERVICE.

EIGHTEENTH CENTURY ENGLAND ON CHINA: RESCUED FROM THE PANTRIES OF PETERHOF PALACE.



- i. MOUNT ST. MICHAEL, CORNWALL.
- 2. THE GREAT HALL, HAMPSTEAD.
- 3. THE CANAL AND THE GOTHIC TOWER IN THE DUKE OF ARGYLL'S GARDEN AT WHITTON.
- 4. AN BLENHEIM PARK, OXFORDSHIRE.
- 5. A PART OF CARNARVON CASTLE.
- 6. A PART OF APPLEBY CASTLE.
- 7. WESTMINSTER HALL.
- 8. ST. JAMES'S PALACE, FROM PALL MALL.
- 9. A COTTAGE ON ONE OF THE ISLANDS OF THE HEBRIDES.
- 10. FURNESS ABBEY.
- 11. THE DUKE OF NORTHUMBERLAND'S MANSION, LONDON.

Josiah Wedgwood was commissioned by Catherine the Great of Russia to make for her a dinner-service, "and to paint in black enamel upon every piece a different view of the palaces, seats of the nobility, and other remarkable places in the British Kingdom." The views numbered some 2000, and the service consisted of 1200 pieces. The greet potter received just over £3000 for his work, but he got little profit from it, for the production of the service cost him very nearly as much as that sum. The frogs seen on the service are an allusion to the name of the palace for which it was designed, "La Grenouillière," now a part of Tsarskoë Selo Palace. One man painted the whole 1200 of them, and received 23d, or 3d, for each. For a long time the service was lost to sight. Now, thanks to the energy and the patience of Dr. G. C. Williamson, 800 pieces have been recovered from the pantries of the Imperial Palace of Peterhof, and are now in show-cases. By special Imperial permission, the majority of them have been photographed for Dr. Williamson, and will be included in the important book which he is about to publish on the subject. There is a story that certain Russians did not believe that any part of the service could exist, owing to Catherine the Great's habit of throwing china at her servants.



THE RIGHT HON. THE EARL OF ARRAN, Appointed a Knight of St. Patrick.

at Haverford, Pennsylvania, and in the final round of 18 holes Miss Campbell beat Mrs. R. H. Barlow, of Philadelphia. Miss Campbell has three times won the Scottish

preciate those lines of Sir William Gilbert's in "The Gondoliers" relative to helping "a fellow creature on his path with the Thistle or the Garter or the Bath," for he has just been appointed a Knight of the Order of the Thistle, in the place of the late Lord Tweedmouth. The new K T. is a Lord-in-Waiting to his Majesty, who personally invested him with the Insignia of the Thistle (handed over by the present Lord Tweedmouth) at Buckingham Palace on Monday. Lord Hamilton served in South Africa with the Imperial Yeomanry.

Appointed a Knight of the Thistle.

perial Yeomanry.

Tragically sudden was the death of the Hon. W. I.

Buchanan, a member of the American Senate, who on Saturday night was found in a dying condition in Park Lane, and died while he was being conveyed by the police to St. George's Hospital. Mr. Buchanan, who was connected with the Westinghouse Company, frequently came to this country on business, and he had recently been staying at Claridge's Hotel. Much sympathy will be felt for his wife and family in



THE LATE HON. W. I. BUCHANAN, The American Senator found Dying in Park Lane.

Professor W. F. Barrett, F.R.S., who has just retired under the age rule from the Professorship of Experi-mental Physics in the Royal College of Science for Ireland, which he has held for the last thirty-six years,

was the principal founder of the Society for Psychical Research. He was the first to draw

PROFESSOR W. F. BARRETT, F.R.S., Professor of Physics at the Royal College of Science, Dublin-Retiring.

attention to the sub-ject of thoughttransference, or telepathy, in paper read before the British Association in 1876, while his researches on the so-called divining rod, or dowsing for minerals and water, have placed what has long been regarded as a superstition on an entirely new and more

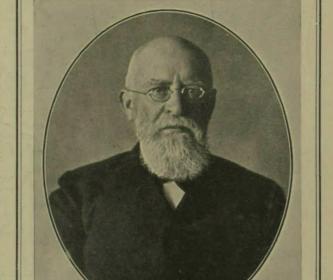
intelligible basis. Pro-fessor Barrett is a magistrate for West Dublin.

Wesley

mourning one of the most prominent members of their ministry, the Rev. Peter Thompson, who died suddenly at midnight on Sunday at Sheffield. The son of a noted Lancashire farmer, and a great athlete in his youth, always fond of country life and sports, Mr. Thompson was yet chosen in 1885 by the Wesleyan Conference to take charge of the new Wesleyan Mission in the East End of London. He had hoped for the Scottish circuit of Blairgowrie, and slum work was not to his taste, but he devoted himself to the task and eventually came to love it, remaining in charge of the Mission for the rest remaining in charge of the Mission for the rest

Miss Dorothy Campbell, of North Berwick, won a notable triumph for British sportswomen when she carried off the United States Ladies'

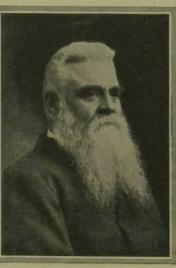
Golf Championship the other day. It was the fifteenth annual tournament for this event, and the first occasion on which victory fell to a daughter of Britain. The tournament was held on the Merion Club's course



THE LATE HON. J. H. HOFMEYR, The Power behind the Scenes in Cape Politics.

Ladies' Championship, and last May she secured the British Open Championship for Ladies.

By the death, in London last Saturday, of the Hon. J. H. Hofmeyr, South Africa loses one of her most able, respected, and patriotic statesmen. He had come to England as a delegate for the Cape at the recent Conference on South African Union. The Union realised his chief political dream, though not, perhaps, in the



THE LATE REV. PETER THOMPSON, Head of the Wesleyan East End Mission.



THE BISHOP OF NORWICH. Who is Resigning on Account of Ill-health.

form he once anticipated. Mr. Hofmeyr, familiarly known at the Cape as "Onze Jan" (Our Jan), as leader of the Afrikander Bond, was long the power behind

wife's sister, a few months after he had promoted a law to egalise such unions. King Edward, expressing his great regret at her bereavement.

Lord Justice of Appeal in Ireland since 1878. Mrs. Hofmeyr has received a telegram from

By the death of the Earl of Carysfort a vacancy was created in the Order of St. Patrick, and this has recently been filled by the appointment of the Earl of Arran. The new Knight of St. Patrick, who is the sixth Earl, succeeded his father in 1901. He was formerly Adjutant and Brevet-Major in the Royal Horse

Guards, and commanded that regiment's squadron of the Household Cavalry in the South African War. He is honorary secretary of the Liberal League, the

chairmanship of which was recently resigned by Lord Rosebery.

London will be sorry to lose Mr. J. Ridgely Carter, First Secretary to the American Embassy, although heartily congratu-lating him on his new appointment as United States Minister in the Balkans. Mr. Carter will leave for Washington about the middle of next month, and after receiving instruc-

Leaving the American Embassy to become U.S. Minister at Bucharest. tions from his Government, will proceed to Bucharest. No doubt he will feel the change, for it was fifteen years ago that he was first appointed Secretary to the American Ambassador. In 1903 he was Associate Secretary to the Alaska Boundary Tribunal.

Lovers of china have reason to be grateful to Dr. G. Williamson, the well - known art critic and connoisseur, whose success in tracing the monumental dinner service made by Josiah Wedgwood for Catherine the Great of Russia has aroused so much interest and expectation. Much this unique and h storic service is,

by the courtesy of the Tsar, to be exhi-bited in London, and Dr. Williamson has also



THE HON. J. RIDGELY CARTER,

Whose Discovery of Catherine the Great's Wedgwood Dinner Service has Aroused such Interest.

tion an illustrated volume on the subject. He has for some years been art editor to Messrs. George Bell and Sons. He compiled the sumptuous catalogue of Mr. J. Pierpont Morgan's famous collection of miniatures, and has written a large number of books on artistic subjects.

General regret will be felt at the decision of the Bishop of Norwich to resign his see, and still more at the news of his ill-health, which is the cause of that decision If his retirement, however, should later on give him leisure and inclination to write more books as interesting as his recently published reminiscences, "A Bishop in the Rough" (edited by the Rev. D. Wallace Duthie), the reading public at any rate would have reason for rejoicing. Bishop Sheepshanks travelled far in his early ministries, both east and west, and the record of his experiences is extremely entertaining.

One of the greatest of criminologists, the late Pro-fessor Cesare Lombroso was born at Verona in 1836, of Venetian parentage, and was educated at the University

# HEATING AN ORCHARD BY MEANS OF 300,000 OIL AND COAL FIRES.

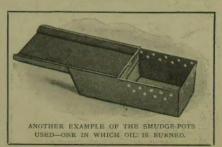
DRAWN BY CYRUS CUNEO FROM PHOTOGRAPHS PUBLISHED IN THE "SCIENTIFIC AMERICAN," BY COURTESY OF THAT PAPER.





# RAISING THE TEMPERATURE OVER 27 MILES OF ORCHARDS EIGHT DEGREES: A GREAT ORCHARD HEATED BY FIRES.

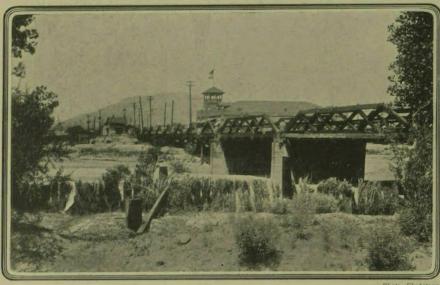
The 1909 crop of fruit in the Grand Valley in Colorado, from the Palisades above to Loma below, valued at 3,000,000 dollars, owes its existence to a unique battle which was waged against Jack Frost. By unusual generalship and the work of hundreds of enthusiastic volunteers, the temperature in the orchards was actually raised eight and nine degrees over twenty-seven miles of territory. The raising of the temperature over this large area was accomplished by means of some 300,000 smudge-pots of many different types, some burning oil for fuel and some coal, and placed at intervals in the orchards after the manner shown. Oil was carried to the pots in wagon tanks equipped for the purpose.



Spraying machines were also used in distributing the oil. A large supply of lighters was kept in readiness in a dry place. Many of these lighters were made by wrapping waste about a twisted wire. Weather stations established over much of the territory, and equipped with thermostats, when the threatening weather arrived made half-hourly reports on the temperature to Grand Junction. When finally the danger point was approaching, warning was sent to all the ranchmen to light the fires. Volunteers also in nearly all walks of life made their way in automobiles and wagons and on bicycles over the entire area. Men worked in shifts, some at night lighting the fires, and others in the daytime filling the pots. Even women assisted in the work. The campaign in all lasted four days. So well did this orchard-heating idea work, that while the temperature outside the heated area dropped as low as twenty degrees. There were a great many different kinds of pots used. The number of pots used per acre depended upon their size. Forty, sixty, or eighty pots per acre was the average. When coal was used, it was usually lump or nut. Reckoning coal at between 16s. and 17s. a ton, it is estimated that to heat each acre cost about 16s. for six hours. Some of the oil-heaters are used to the number of sixty or eighty to the acre. In the opinion of some, it was better to have a small-sized pot and use more to the acre, say sixty or eighty, as just stated. (The whole of this description is from a most interesting article in the "Scientific American.")

of Turin, where he has just died. As a boy he was precocious, for when only eleven he composed romances, tragedies, and poems. At twelve he published two books on Roman archæology, at thirteen he took up sociology, and afterwards natural science. Eventually he devoted

possibilities in the world of art, and that the romance of connoisseurship is not yet exhausted. It also shows how, in art collection, one thing may lead to another, research in one direction often unexpectedly affording a clue to discoveries of the utmost importance famous service had disappeared, and that no trace of it could be found. He persevered, however, and applied, as a last resort, to the Tsar himself, who gave orders for a thorough search to be made, with the result that a large portion of the service was unearthed from the



THE BRIDGE PRESIDENT DIAZ HAD TO HAVE THE MEXICAN CONGRESS'S PERMISSION TO CROSS: THE INTERNATIONAL BRIDGE BETWEEN JUAREZ AND EL PASO.

When President Tait and President Diaz, of Mexico, met, General Diaz crossed the bridge over the Rio Grande and greeted Mr. Tait on American territory. Mr. Tait then returned the visit by driving over the bridge into Mexico. The occasion was the first on which President Diaz has left his own territory and put foot on foreign soil. Before it was permissible for him to cross the bridge and step into the United States, it was necessary for the Mexican Congress to vote a special measure. In the evening

Mr. Talt dined with President Diaz in the Custom House at Juarez.

Among

most brilliant and popular Irishmen of his day, the

late Lord Justice

Fitzgibbon, whose death occurred last week, will be

missed not only on

the Irish Bench,

but also by the

Irish Church, of which he was a

strong supporter, and in Irish so-ciety. He was a

delightful host, and in his country

house at Howth,

near Dublin, he

had entertained many of his most distinguished

contemporaries. Lord Randolph

Churchill was one

of his especial friends. The late

Judge was called to the Bar in 1860,

and rose rapidly in the profession.

He became So-

himself to his life-work, the study of criminology and psychiatry. He was for some years a military surgeon. His great work, "L'Uomo Delinquante," was published in 1876, and has been succeeded by numerous others. Lately he became a spiritualist, and prepared a book called "Spiritist Phenomena and their Interpretation.



THE KING'S BADGE FOR BOY SCOUTS: THE SIGN THAT HAS BEEN APPROVED BY HIS MAJESTY.

Before he is entitled to wear this badge the Boy Scout must have passed the first class Scout test, and have secured four of the following six badges for public utility - ambulance, cyclist, signaller, bugler, marksman, guide.

licitor - General for Ireland in 1877, and Lord Justice of Appeal in 1878.

The Great Wedgwood "Find."

Dr. G. C. Williamson's discovery (illustrated on another page) of what is perhaps the most celebrated dinner-service in Europe shows that, even in these enlightened days, there are adventurous

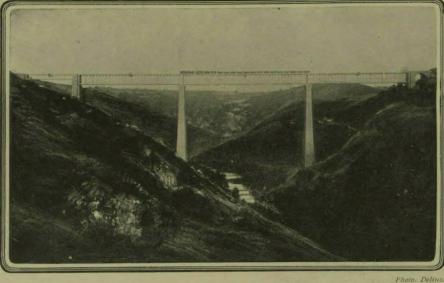
in an entirely different subject. It was while hunting up records and prints of the charming old Queen Anne house at Hampstead where he lives that



THE GREAT AEROPLANE FLIGHT OVER PARIS: COMTE DE LAMBERT, WHO PASSED ROUND THE EIFFEL TOWER ON HIS WRIGHT BIPLANE.

Comte de Lambert caused a sensation on Monday last by flying from Juvisy to Paris and back, and circling the Eiffel Tower. He left the aviation field at 4.36; rounded the Eiffel Tower at a height of some 1100 feet from the ground; and reached the aerodrome again at twenty-five minutes past five.

Williamson found, in W. Howitt's "Northern Heights of London," a list of twenty-seven views of Hampstead and Highgate which appeared on the dinner service made by Josiah Wedgwood for the Empress Catherine of Russia in 1774. On making inquiries, both at the Wedgwood works at Etruria and of the Russian authorities, Dr. Williamson was told that the

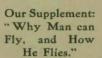


THE HIGHEST BRIDGE IN THE WORLD: THE GRAND VIADUCT OVER THE SIOULE VALLEY, WHICH WAS FORMALLY OPENED THE OTHER DAY.

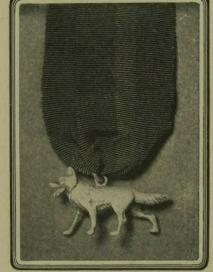
The viaduct is 132 mètres high, and is the highest bridge in the world. It runs over the Sioule Valley, and occurs a new route from St. Eloy to Volvie, on the Orleans railway. To test the strength of and opens a new route from St. Eloy to Volvie, on the Orleans railway. To test the strength of the viaduct, a train 265 mètres in length, consisting of two great engines of the Affantic type and thirty fully laden wagons (a total weight of 1,102,000 kilogrammes) was sent over it. The work, which it is needless to say was one that called for great skill and patience, was superintended by MM. Verdeaux and Virard.

> pantries of Peterhof. With the aid of the Dowager Empress, Dr. Williamson persuaded the Tsar to lend many of the pieces for exhibition in England, and Mr. F. H. Wedgwood (a lineal descendant of Josiah) went himself to St. Petersburg to bring them to London. The publication of Dr. Williamson's illustrated

son's illustrated book on this historic service will be awaited with much interest.



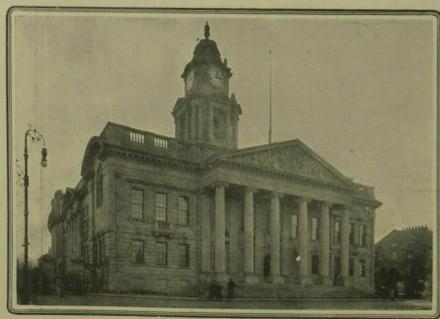
The almost simultaneous inauguration of the two great aviation meetings at Doncaster and Blackpool, the first ever held on English soil, or, rather, in English air, will no doubt lend particular interest to our Supplement this week, dealing fully, as it does, with questions which everyone is asking just now-"Why man can fly, and how he flies." Charles Kingsley drew a



AN HONOUR HELD BY ONLY ONE BOY SCOUT: THE SILVER WOLF BADGE.

When a Boy Scout has passed the second-class Scout test, and has obtained the whole of the eighteen proficiency badges, he is awarded a Silver Wolf Badge. Only one boy at present holds this honour; obviously, he is very proud of it.

subtle distinction between "why" and "how" in matters of science, and our readers, we hope, will find it interesting to follow out its application to the subject of human flight, as given in the article and the numerous illustrations contained in the Supplement. Our aim has been to describe and explain the conquest of the air in terms not too technical, but that may be understanded of the people.



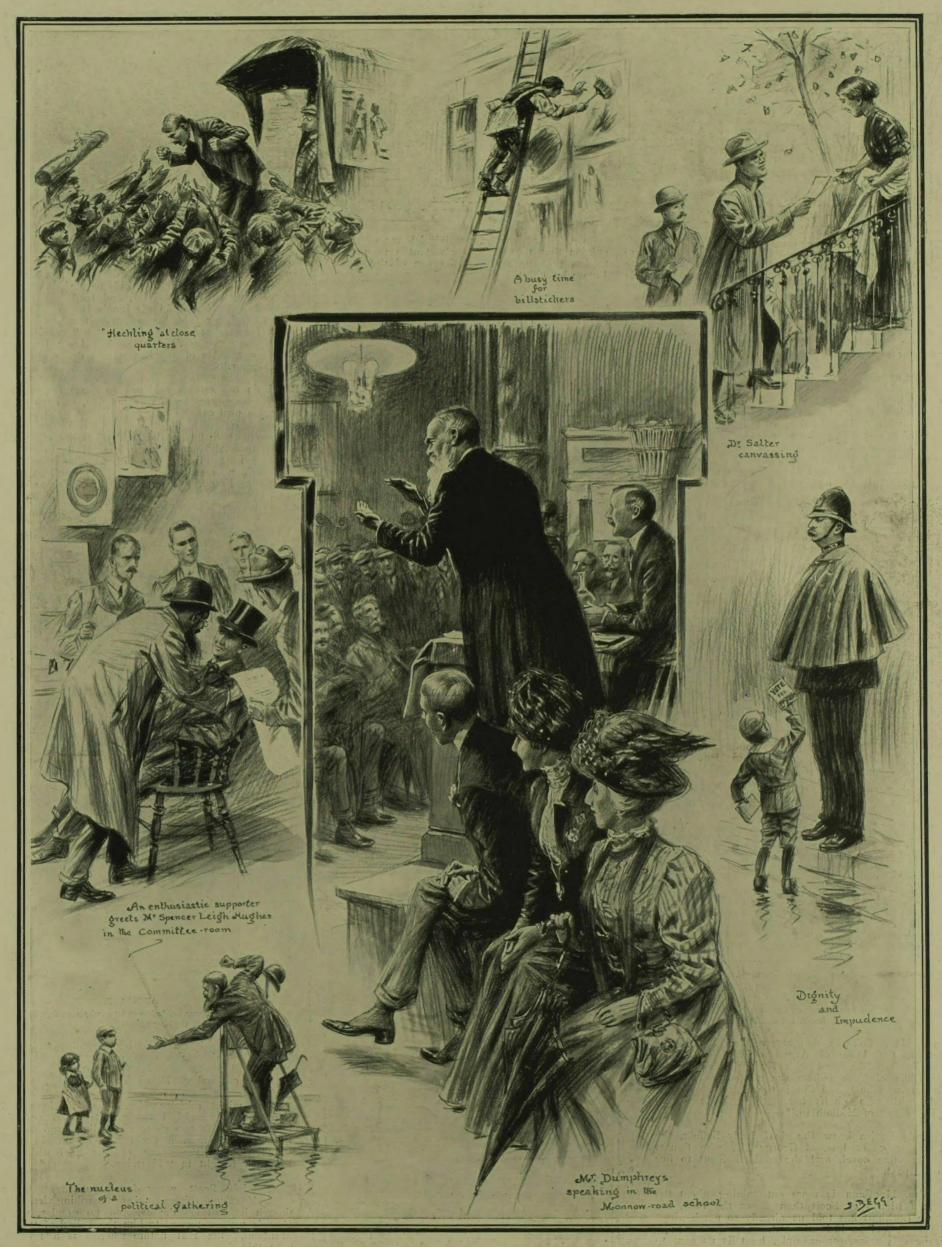
THE £100,000 GIFT OF LORD ASHTON: THE NEW TOWN HALL OF LANCASTER. It was arranged that Lord Ashton, who gave the building at a cost of £100,000, should open the new Town Hall of Lancaster on Wednesday last (the 20th). His lordship is a manufacturer. He was M.P. (Liberal) for Lancashire (North), Lancaster Division, from July 1886 to July 1895.



WRECKED BY THE RUSH OF WATERS: WALLS WASHED AWAY IN SOUTH WALES. Our photograph gives an excellent idea of the devastation that may be wrought by flood, and shows damaged cottages at Glyncorrwg. The front walls have been washed away, leaving the interiors exposed to the elements. It is curious to remark that the roofs, though partly out of shape, have not fallen.

# THE ETERNAL POLITICAL TRIANGLE AT BERMONDSEY:

THE FIGHT THAT WILL GIVE LONDON A NEW M.P.



THE THREE CANDIDATES: MESSRS. DUMPHREYS, HUGHES, AND SALTER, AT WORK; AND INCIDENTS AT BERMONDSEY DURING THE ELECTIONEERING.

The eternal political triangle is in evidence at Bermondsey, which is asked to sift the claims of three candidates representing the "platforms" that figure in most elections nowadays.

Mr. J. Dumphreys is the chosen of the Unionists; Mr. Spencer Leigh Hughes that of the Liberals; and Dr. Alfred Salter that of the Socialists. In 1906 Dr. G. J. Cooper, the Liberal candidate, was elected by a majority of 1759. The Unionist majority in 1900 was 300; in 1895 it was 360. The Liberal majority in 1892 was 658.

· AT THE SIGN OF ST PAULS ·



ANDREW LANG ON "SIR WALTER SCOTT'S FRIENDS."

GUTENBERG -1400-1468

been published, and it certainly left me with the opinion that the Douglas claimant was a pretender, that he was not the son of the Lady Jane who hid the Chevalier Johnstone under a



"The wrecks dissolve above us: Their dust drops down from afar."

The Illustrations on this Page are Reproduced from Four of Mr. Heath Robinson's Charming Pictures Illustrating Rudyard Kipling's Poem "A Song of the English" (the Originals of which are now being Exhibited at the Baillie Gallery), by Courtesy of the publishers, Messrs. Hodder and Stoughton

E VEN people who so unfortunate as to be unable

MacCunn

presents her, full

vacity,

charm, and mal-

ice, in a photo-

graph of a minia-

ture in

the col-

lection of Lord

Ranfurly.

Louisa's

best pub-

lished

thing is

her ac-

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though

beautiful

Lady

to read Scott, may not be incapacitated from the power of enjoying Mrs. MacCunn's "Sir Walter Scott's Friends" (Blackwood). She has not only collected carefully facts accessible in Lockhart's ten volumes, but has ransacked old letters, hitherto unpublished, and procured leave to publish rare

For example, Lady Louisa Stuart, Scott's senior, who survived him, was one of his best friends, for she was witty, kind, and had a living memory dating from days when Prince Charles might be expected on our coasts with a French fleet and army. That was in her infancy, but she knew everybody, knew rare old scandals about Marlborough, about Congreve, about everyone, and communicated her learning in humorous letters. Of her I have seen no picture except one executed in her extreme old age, but Mrs.

CALCUTTA. "I am Asia-Power on silt, Death in my hands, but Gold!"

Lady Mary Coke, a daughter of Red Ian of the Battles, the Duke of Argyll of Malplaquet and Sheriffmuir. She went with Horace Walpole and the Duke of York (whom she adored) to see the Cock Lane Ghost, and she is the charming, cheeky little girl who chaffs her father the Duke in "The Heart of Midlothian."

Lady Louisa knew the deaf Lady Suffolk, the Egeria, more or less, of George II., who figures in the same novel, and she enabled Scott to live in the past.

Mrs. MacCunn is more entertaining about the Mrs. MacCunn is more entertaining about the women friends of Scott than about the men, because Lockhart has told us already so much about the men, and so little about the women. Of Lady Frances Douglas, for example, he tells us next to nothing, but the lady introduces the great Douglas Cause, with which Bozzy bored Johnson, Bozzy being a furious Douglasite. a furious Douglasite.

An account of the great Trial, which was ultimately decided against the Hamiltons, has recently





SINGAPORE. "The second doorway of the wide world's trade
Is mine to loose or bar."

haycock where the Episcopal Cathedral of Edinburgh now stands. But Mrs. MacCunn bids us avoid all recent accounts of the Trial, and read a snappy little old volume of Lady Jane's letters

to her husband, Sir John Stewart, a battered, penniless Jacobite exile. The letters "will convince us, as they convinced Carlyle, that *such* a Lady Jane was not possibly capable of any baseness or deliberate mendacity whatever."

MR. HUGH THOMSON

But I do not esteem evidence to character, and all "moral impossibilities" are very possible, as each of us knows in his own case.

Why were there "nine and twenty knights of fame" lodged (impossibly) at Branxholme Hall in "The Lay of the Last Minstrel"? I have often wondered. Mrs. MacCunn explains that at Bothwell Castle, where Lady Frances entertained Scott, there were nine and

stalls in the stables, which the poet adopted as a fitting number his knightly riders.

That the lady was the original of Jeanie Deans was fancy of L a d y Louisa Stuart, h o wrote to



AUCKLAND. "Who wonder, 'mid our fern, why men depart To seek the Happy Isles!"

Scott on the subject. We have not his reply, but her Ladyship's claim does not impress me more than Basil Hall's for Miss Cranstoun, that she was the original of Diana Vernon.

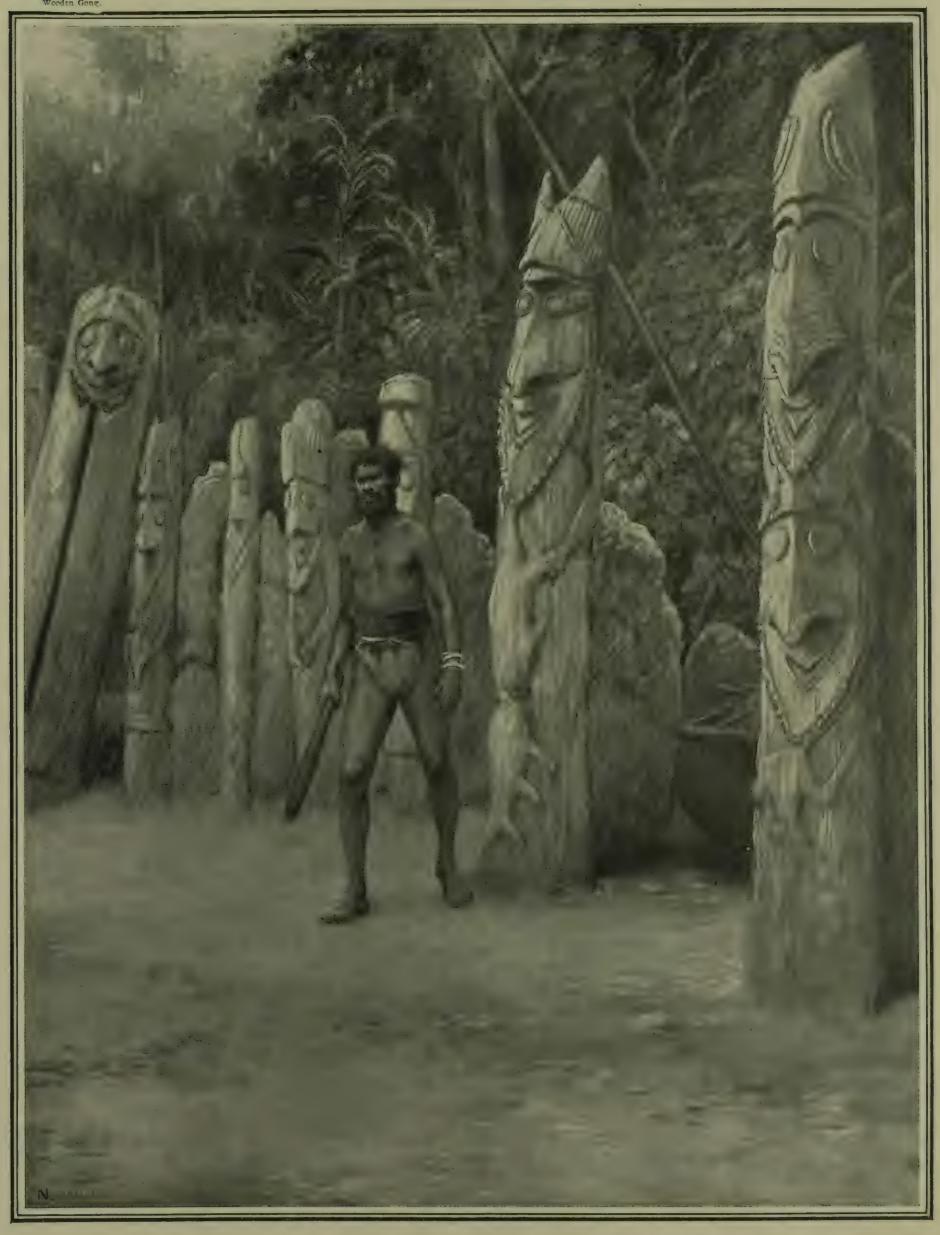
One might criticise Mrs. MacCunn here and there; for example, I think Surtees did actually hoax Scott with two sham old ballads and with a faked extract from a Latin note on an old book which supplies the scene of the duel with the Phantom Knight in "Marmion."

Certainly Scott never found out these tricks (Mrs. MacCunn thinks he was "a willing victim"), though he had his doubts, and no wonder, when Hogg's mother recited to him the ballad of "Auld Maitland," the real nature whereof is a mystery water this day. unto this day.

This is a delightful book, a labour of love. To these notes I would fain add a curious, and I think unpublished anecdote of Sir Walter, but it will keep for a later occasion.

# SOULS GUARDED BY TOTEMS: ON THE "SING-SING GROUNDS."

DRAWN BY OUR SPECIAL ARTIST, NORMAN H. HARDY.



CORAL STONES AS THE SOULS OF DEAD CHIEFS: IN A SACRED GROVE ON MALEKULA, NEW HEBRIDES.

Describing his drawing, our Artist writes: "The coral stones behind the tall, carved Totem posts are the 'Demits,' or the souls of departed chiefs, who have gone to the shades and become demits.' The stones are the real object of worship. The native is one of the men who beat the great wooden gongs, one of which is seen on the left of the drawing. In his hand is the heavy round stick that he uses. In every one of these groves I have seen, there were always an old man and a young beater. In these groves the 'Maki' ceremony and dance take place. They are known to traders as the 'sing-sing grounds,'"

SCIENCE VATURAL HISTORY 1. THE FINISHED ARTICLE: A
2. AN UNFINISHED BRACELET, WITH
3. THE MIDDLE PORTION AFTER PREHISTORIC BRACELET OF SCHIST. THE MIDDLE PORTION NOT CUT OUT.
BEING DETACHED FROM THE BRACELET. SCIENCE FROM ART TO USE: PREHISTORIC BRACELETS OF SCHIST, A SUBSTANCE FROM WHICH OIL IS NOW DISTILLED. JOTTINGS. These prehistoric bracelets made of schist (a kind of rock with mineral ingredients which breaks into THE HOMING INSTINCT. VER since man began to study animal life, the

homing instinct has

JAMES WATT- 1736-1819-

tracts of sea where landmarks are nonexistent, and yet contrive to reach winter quarters on the one hand, or

summer places on the other. The birds, moreover, do not monopolise the homing instinct. Dogs and cats possess it, often in a marked degree.

No possible doubt exists regarding cases in which these animals, sometimes conveyed by train in closed hampers to a great distance, have arrived footsore and weary, after days of risky travelling across, to them, unknown territory, at their home.

What is the nature of the instinct, sense, call it what we will, which operates in such

that in many cases they pursue the homeward track with unerring accuracy. An American scientist—Professor J. B. Watson, of Johns Hopkins University—has recently published a thoughtful paper on the homing instinct. The Professor remarks that to science it is distracted to draw upon unknown instincts or hyper

distasteful to draw upon unknown instincts or hypo-

formed a problem whose

attractive nature is equalled

flat pieces) were found at Buxière in the French Department of Allier. The fragments show the method of manufacture. A piece of schist was first shaped into a round disc, a groove was then cut round the inner side of the future bracelet, and the central portion was cut or scraped away. The remaining ring was then polished. An industry now exists in the Departments of Allier and Saône-et-Loire for extracting from the schist by distillation a kind of rock-oil like petroleum.

to cross. The phrase "distance no object" applies to many cases of birds' return journeys. One authenti-cated case is that of a pigeon, taken from Havre to the

only by its complexity. The case of the pigeons has case of the pigeons has usually been thrust into the foreground in considerations devoted to this subject, and, wonderful enough, of course, are the powers of the birds to find their proper location. But the question is of far more extensive kind than is represented by the pigeon-tribe. We have all the migratory birds to consider — birds which fly thousands of miles, often including in their flight passage over large tracts of sea where landmarks are noncall it what we will, which operates in such cases to guide the creature in a homeward direction? It is not necessary, as some have supposed, to assume that the animals are infallible in their search for their original abode. I doubt not they often lose their way. They may go far afield, but sooner or later they nose their proper direction, and so return to the place they know and love. Failures there must be, for animal senses are no more perfect always in operation than are our own; all the same, it is very wonderful to find animals accomplishing so much, and that in many cases they pursue the homeward track

THE FAMOUS SALT-MINES OF SLANICU: THE ENTRANCE! BY AN INCLINED PLANE.

Salt is one of the chief mineral resources of Roumania, and it has long been obtained from the mines at Slanicu, but the present scientific system of extracting it is of comparatively recent date. The entrance to the mine now consists of an inclined plane with double rails for trucks going up and down.

Scilly Isles, a distance of 250 miles. It duly returned to Havre. I believe Mr. Tegetmeier used to hold that the is keen-sighted, and that it can thus become familiar with an immense area. Even a mountain-range between the bird 500 miles from its habitat may

home and serve to direct flight, it is held; but what can one say many mountain - ranges

and how does the bird distinguish the one range which is near home from others that do not lie in the homeward path? Personally, though I share with Professor Watson the dislike to draw upon a theoretical fund of unknown senses, or even upon one providing for high development of ordinary senses, I incline to the idea that the homing instinct demands some excursion from the routine of the physiologist to account for its high perfection

in certain animals.

Certain highly interesting experi-Certain highly interesting experiments on noddy and sooty terns were made by Professor Watson. These birds migrate early in May to Bird Key, in the middle of the Gulf of Mexico, and there they nest and breed. Duly marked, birds were taken short distances, ranging from twenty to 108 miles, and returned in good condition. These birds were sent due north, and five were liberated on June 16, 1907, twelve miles east of Cape latteras. Hatteras.

Georges Cuvier 1769-1832

On June 21 two of the marked birds were found on their nests. The mates of the other three birds having taken new nest-companions, there was no chance of a favourable home reception, and so a few days later Professor Watson observed one of the three attempting to alight in its own nest. Immediately it was driven off. Doubtless, the other two birds also returned, but of this fact there is no record. record.

The distance as the crow flies from Cape Hatteras to Bird Key is about 850 miles. Along the shore the distance is 1081 miles or thereabouts, and this last is the route Professor Watson thinks was chosen by the birds. He adds that they do not fly at night, and depend

on the sea for food. The approximate time occupied by the journey was less than six days.

Naturally, these were test cases of typical order. The Professor admits his birds were carried into unknown territory. How they found their way home is a question which simply brings us back to the beginning of the whole matter. The suggestion is made that birds may be very sensitive to air-currents and temperatures, so may guide their flight; but both things are too elusive and too uncertain to serve as means for showing a special way back to a special spot. Physiologists

have talked of a sense of "direc-tion." Some such faculty is developed in savage tribes. May it not be that

a compound sense of this kind, involving, perhaps, sight and other senses, represents and possibly explains homing wonders?

ANDREW WILSON.



A MINE THAT WILL NOT BE EXHAUSTED FOR TWO HUNDRED YEARS: THE SALT-MINES OF SLANICU, IN ROUMANIA. It is estimated that the famous salt-mines at Slanicu, near Prahova, Roumania, would not be exhausted for two hundred years, even if the average annual output were to be increased to 100,000 tons. The level shown in the above photograph is at a depth of about 340 feet below the surface of the ground.

Of course, Pro-fessor (Watson fully

topic.

would account for

realises the essen-tial nucleus of the matter. He quotes the case of a homing cat which had to swim a stream, whereas a short detour to either side would have given it a bridge

real source of the homing power in pigeons was recognition of landmarks. Professor Watson seems to approve of this view, for he remarks that the pigeon

2.1

# THE WHITE "BONES" OF A DEAD SEA.



A WORLD BELOW GROUND: THE CHIEF SHAFT OF THE GREAT SALT-MINE AT SLANICU, ROUMANIA.

Salt is widely distributed in its two forms—rock salt, and in solution in sea water and brine springs. Rock salt is most probably the residue left on the evaporation of ancient seas. It is obtained by mining and by solution. In the latter case, water is allowed access to the salt, and the solution that results is brought to the surface by pumping. The salt is more or less coloured by impurities, and has a stratified appearance. It is estimated that were the output of the mine at Slanicu to reach 100,000 tons a year, the mine would not be exhausted for 200 years.

At present the yield of salt is 78,400 tons. The floor of the mine is lowered about six feet six inches annually.

# FLYING ABOVE THE ST. LEGER COURSE: THE FIRST AVIATION MEETING

IN ENGLAND-SCENES AT DONCASTER.



- . THE "NESTS" OF THE FLYING MEN: THE AVIATORS' SHEDS AT DONCASTER.
- 3. WINNER OF THE GRAND INAUGURATION PRIZE ON A BLERIOT MONOPLANE: M. DELAGRANGE.
  - 6. ORGANISERS OF THE FIRST AVIATION MEETING ON
- 4. AN ENGLISH CROWD WATCHING AVIATION FOR THE FIRST TIME ON ENGLISH SOIL.

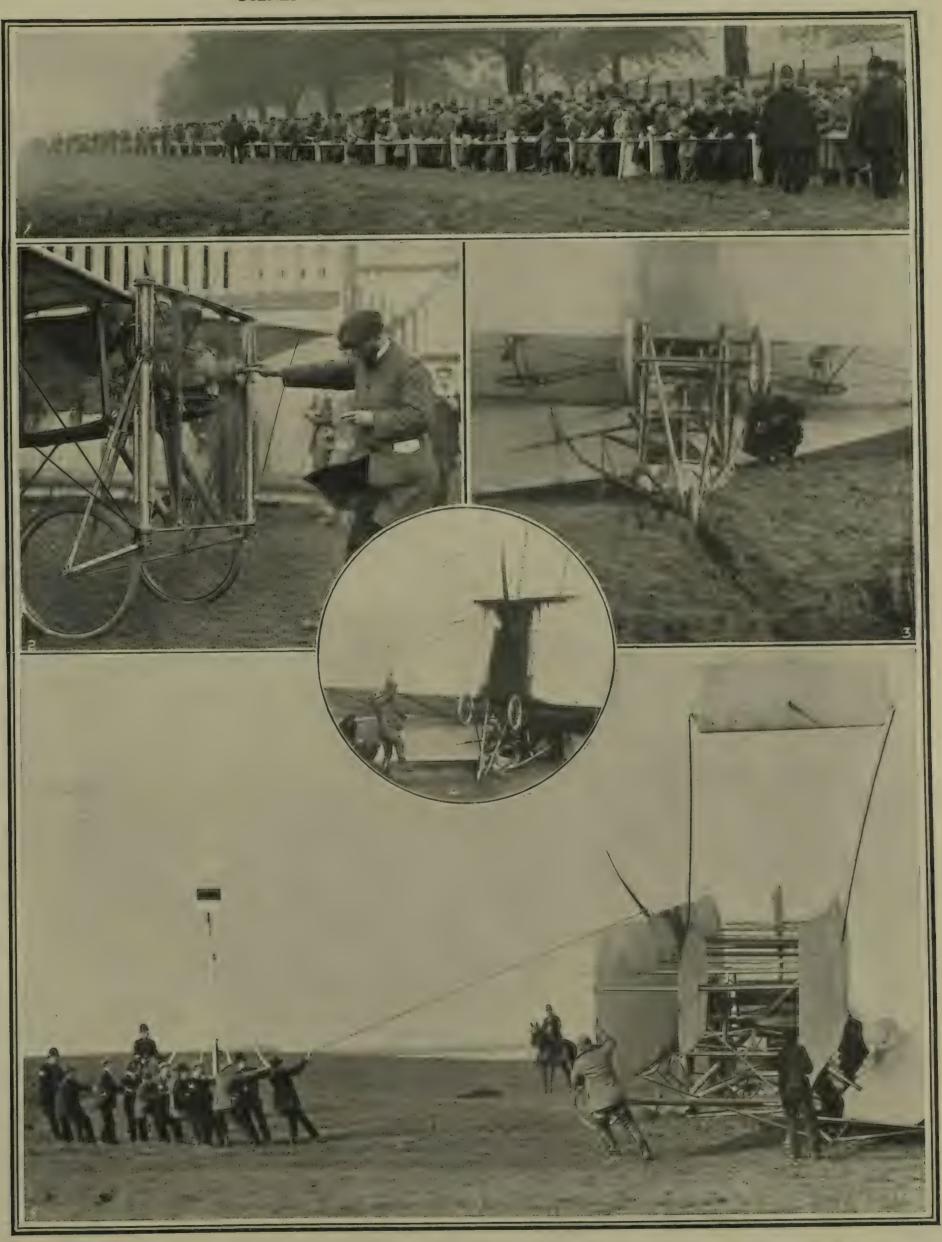
2. FLYING OVER THE TREE TOPS: M. LE BLON ON A BLERIOT MACHINE.

- 5. SECOND IN THE GRAND INAUGURATION PRIZE: M. SOMMER FLYING NEAR THE JUDGES' BOX.
- ENGLISH SOIL: THE DONCASTER AVIATION COMMITTEE.
- 7. ON A FARMAN BIPLANE: M. SOMMER FLYING NEAR THE GRAND STAND.

Doncaster has the distinction of being the first town in England to hold an Aviation Meeting. It began on Friday of last week, and although the first day was marred by bad weather, the second day of the meeting was remarkably successful. The arrangements for the meeting were admirable, and though the ground was rather small for the purposes of aviation, the famous St. Leger course was otherwise all that could be desired. The competitors included Mr. S. F. Cody, M. Delagrange (on a Blériot monoplane), M. Le Bion (on a Blériot monoplane), and M. Sommer (on a Farman biplane.)-[PHOTOGRAPHS BY TOPICAL, ILLUSTRATIONS BUREAU, AND GALLICHAN AND GASQUOINE.]

# THE FLIGHT AND FALL OF MAN AT DONCASTER:

SCENES AT ENGLAND'S FIRST AVIATION MEETING.



- 1. EAGER FOR THE FLIGHTS TO BEGIN: AN ENGLISH CROWD AT THE FIRST AVIATION MEETING HELD IN ENGLAND.
- COMPARING NOTES WITH A RIVAL BLERIOT:
   M. LE BLON TIMING M. DELAGRANGE'S PROPELLER.
- 3. THE RESULT OF LANDING ON SOFT GROUND:
  MR. CODY'S WRECKED MACHINE WITH A
  WHEEL STUCK IN THE SAND.
- 4. WILD WEST METHODS IN AVIATION: MR. CODY TRYING TO LASSO PART 5. WILD WEST METHODS SUCCESSFUL: THE CODY MACHINE BEING RIGHTED OF HIS WRECKED AEROPLANE BEFORE RIGHTING IT.

  AFTER HAVING BEEN LASSOED.

On the second day of the Doncaster meeting some excellent flights were made. M. Delagrange (on a Blériot monoplane) won the Grand Inauguration Prize, consisting of a silver cup and 1500 francs. M. Sommer (on a Farman biplane) was second. An unfortunate accident befell Mr. Cody early in the day, to the great disappointment of the crowds that were present and hoped to see our leading English aviator distinguish himself. Mr. Cody had not been long in the air before he found it necessary to descend to avoid colliding with a tree and one of the pylons of the course. On reaching the ground a wheel of the great biplane stuck in some soft sand. The rear part tipped up, and the heavy machine came down on its elevator planes. Mr. Cody the course. On reaching the ground a wheel of the great biplane stuck in some soft sand. The rear part tipped up, and the heavy machine came down on its elevator planes. Mr. Cody described his accident as "the best bit of luck I've ever had. I can't think why I was not killed." The machine, however, was not vitally damaged, and the aviator hoped to be able to fly again in a few days.—[Photographs by Topical, Graphic Photo Union, Halftones, L.N.A., and Illustrations Bureau.]

### BUFFALO BILL METHODS FAVOURED BY MOUNTED POLICE: THE LARIAT AS A REGULATION "ARM."

DRAWN BY OUR SPECIAL ARTIST, CYRUS CUNE



### LASSOING THE RUNAWAY: A POLICEMAN ABOUT TO STOP A FRIGHTENED HORSE IN GOLDEN GATE PARK, SAN FRANCISCO.

The Mounted Police of Golden Gate Park are picked men, chosen for courage, coolness, and horsemanship. They must also be expert wielders of the lasso, which is often used to stop runaways. "When a runaway is sighted," writes Mr. Cunco, "the men give chase. If a lady is in the vehicle and has lost hold of the reins, a mounted policeman will gallop alongside and, leaning over, grasp her by the waist and lift her from her seat on to his saddle. This method is not always crowned with success, for it is no easy matter to transfer a person from a rocking vehicle to a galloping horse. The usual thing is to allow the horse to proceed on its mad

dash until it comes to a turning of the road, which is always thickly bedged and treed. Before this point is reached, a policeman, circling his lariat, throws it over the head of the horse, talking the while to the animal and secking to quieten it. At the point, the policeman guides the runaway into the hedge, usually bringing it to a dead stop without damage to horse, vehicle, or the occupant of the vehicle. The runaway is never brought to a sudden stop with the lariat, as the result of such an action would be disastrous, Golden Gate Park on a Sunday is a wonderful sight. The spacious drives are filled with carriages of every imaginable kind."



M. STRANG, whose work in oil, in etching, and in water-colour is exhibited at the Leicester Galleries, holds a position unusual among the Associates of the Royal Academy, his fame having been won and held quite inde-

pendently of that institution. While for a certain group of young artists he the most enlightened, for the majority he is the most obscure of A.R.A.s. Eventhe daily printer well versed in the official classes bungles his title, and in one penny sheet puts him down as Mr. WilliamStrangara, and in another. docking him of his A.R.A., leaves him A.R.A., leave unrecognisable as Mr. Strong. The Mr. Strong. latest phase of Mr. Strang's work at the Leicester Galleries will, however, make a difference in the extent, and perhaps in the degree, of his popularity. He has left the old reticent way, and, instead of being the se-verest of etchers and draughtsmen, he is now the painter of large "DON," AT THE HAYMARKET: pink - and - white

MR. NORMAN MCKINNEL AS ALBERT THOMPSETT.

Mr. Norman McKinnel's study of the ex-soldier who has been "saved," and has become a domineering puritan, is one of the best things he has done.

mand instead of beguiling the at-tention. Mr. Strang tention. Mr. Strang is also the painter of Mr. George Meredith, whom, when that author received the Order of Merit, he etched for the King. The etching is confined to Windsor Castle, but the painting is at the Leicester Galleries, and will be sought with high expectation. Fortunately, Mr. Strang has not here been tempted from his Holeinesque manner, and the portrait possesses, at the least, a certain dignity. Not unlike the head of Christ by Rossetti, for which Meredith was at one time supposed to have been the model, this profile is very strictly posed to have been the model, this profile is very strictly

nymphs and brown

fauns, and of many

canvases that com-

and carefully rendered. great contrast is the portrait, furnished with palette, brushes, and a red fez, of the artist. Here Mr. Strang has attempted the more fluent manner of later masters, but with less cess. Very characteristic this age is the the quality of another. and Mr. Strang is the most modern of moderns in that he has attempted to reproduce the art of many pasts. His Holbein drawings are well known; his Venetian pastorals proclaim him the new Giorgione, and inanothermood he sways with the tremendous vigour of Daumier. There is,

MISS WINIFRED EMERY AS QUEEN ELIZABETH IN "SIR WALTER RALEGH," AT THE LYRIC. Queen Elizabeth is the part in "Sir Walter Ralegh," and Miss Winifred Emery plays it with all her wonted skill.

in fact, hardly anything admirable in the history of painting that Mr. Strang has not tried to grasp for his Is not this a little greedy on his part

In the same galleries are shown Mr. Lee Hankey's pleasing water-colours for Goldsmith's "Deserted Village," and illustrations to Omar Khanyam had Market Village, and illustrations to Omar Khayyam by Mr. Edmund Dulac. The latter are not without a certain charm and fancy. A more ponderous manner would, however, have better expressed the spirit of the "Rubáiyát."



"THE WHIP" POTTED: FIGURES FROM THE FOLLIES' BURLESQUE OF THE LATEST DRURY LANE DRAMA.

Mr. Julius Olsson has swamped the galleries of the Fine Art Society with good, clean Cornish seas. At the Fine Art Society's, too, may be seen Mr. Yoshio Markino's drawings of Rome. The results of his excursion among Western sketching-grounds would be more interesting if, in his travels, he was less forgetful of the traditions of Japanese art.—E. M.

"SIR WALTER RALEGH," AT THE LYRIC.

HERE ought to be a ring-fence drawn round certain famous characters of history, to defend them from the attentions of the melodramatic playwright. What

offence did poor Sir Walter Ralegh commit in his day that he should be turned into the hero of a conventional cape - and - sword romance?That Mr. Devereux, in his new piece at the Lyric, has approached Sir Walter in an admiring spirit; that he has done his best to dress out his puppet with some of the actual qualities of Ralegh; that he has produced a workmanlike play which has its thrills and sensations, its love - scenes and moments of peril for the hero, its stirring fights and struggles against odds — indeed, all the apparatus of adventure by which Mr. Lewis Walter's admirers love to see their favourite actor surroundedmay be freely admitted. Nevertheless, one wishes that Ralegh had been preserved from this atmosphere of tinsel and fustian, the more so as the so as the play-wright rounds off



"ROUND THE WORLD," AT THE EMPIRE: MISS UNITY MORE AS DOLORES.

Miss Beatrice Collier having twisted her ankle, Miss More took her place in the new ballet at very short notice, and with considerable success.

his story with the happy ending of popular drama, and gives his audience no hint of the cruel fate which ulti-mately befell the founder of Virginia. He reproduces the cloak episode, he makes much of the Queen's jealousy of Elizabeth Throgmorton and of Ralegh's temporary disgrace, he shows us the marriage in the Tower, he takes pains to suggest the courtier's devotion to his royal mistress as head of the State: but just as he fails to give majesty to Queen Elizabeth herself, and pictures the Spanish Ambassador as a mere cunning villain, so he can offer us

but the shadow of the true Ralegh, and gets his best stage effect from a purely imaginary exploit of his hero, in which Sir Walter defends his Sovereign from the schemes of conspirators, and carries through a procombat by torch-light. Mr. Waller, by dint of a splendid makeup and sonorous diction, adds in his Ralegh one more to his many stagetriumphs; Miss Winifred Emery plays the Queen in a broad, forcible way suited to the style of the piece; and Mr. Somerset and Miss Lilian Braithwaite are both of assistance to the

author.



"DON," AT THE HAYMARKET: MRS. THOMPSETT, BROUGHT TO HIS FATHER'S HOUSE BY STEPHEN BONINGTON, FAINTS BEFORE THE ATTITUDE ADOPTED BY THE BONINGTONS AND THE SINCLAIRS.

Stephen Bonington is a very quixotic person, and so has earned the nickname "Don." Learning that Elizabeth Thompsett, whom he has befriended before, wishes to leave her puritanical husband, who is making her life a misery, he helps her to escape from him, and brings her to his father's house. His family and his fiancee's family are aghast at his Hearn as Canon Bonington, Miss Charlotte Granville as Mrs. Sinclair, Miss Frances Ivor as Mrs. Bonington, Mr. Dawson Milward as General Sinclair, Mr. Charles Quartermaine as Stephen Bonington, and Miss Christine Silver as Elizabeth Thompsett.

# THE SEA AS EXCAVATOR: AN £18,000 STATUE DISCLOSED BY THE WAVES;

AND ROME'S ENCOURAGEMENT OF ARCHÆOLOGY.



ROME'S GREAT ENCOURAGEMENT OF ARCHÆOLOGY; PULLING DOWN HOUSES TO AID RESEARCH.

All those who are interested in classical antiquities will rejoice in the liberal and enlightened policy of the Italian Government in regard to the monuments of ancient Rome. One of the first steps in the extensive scheme of research and preservation prepared by Commendatore Boni will be to save from further ruin the broken arches of the Neronian Aqueduct, and various ancient roads will be excavated and preserved, including especially the famous Via Appia, and also the Via Triumphalis, which has been discovered beneath the Via di S. Gregorio. Search will be made for the remains of the great seven-storeyed building erected by Septimius Severus, for the ruins of the Porta Pompæ built in A.D. 81, and for those of the various great buildings along the Via Appia, including the temple built by Marcellus about 200 B.C., and the triumphal arches of Trajan and Verus.



WHERE "THE YOUNG GIRL OF 'ANTIUM" WAS FOUND: THE SITE OF NERO'S VILLA, NOW WITHIN . . . . '2. THE FAMOUS STATUE CALLED, FIRSTLY, "THE PRIESTESS"; SECONDLY, "THE STUDENT"; THIRDLY,

THE PRECINCIS OF THE VILLA ALDOBRANDINI.

3. AND THE VIEW OF THE STATUE.

4. THE REMOVAL OF THE STATUE.

5. THE STATUE IN THE VILLA ALDOBRANDINI.

3. Another View of the Statue.

4. The Removal of the Statue.

5. The Statue in the Villa Aldobrandini.

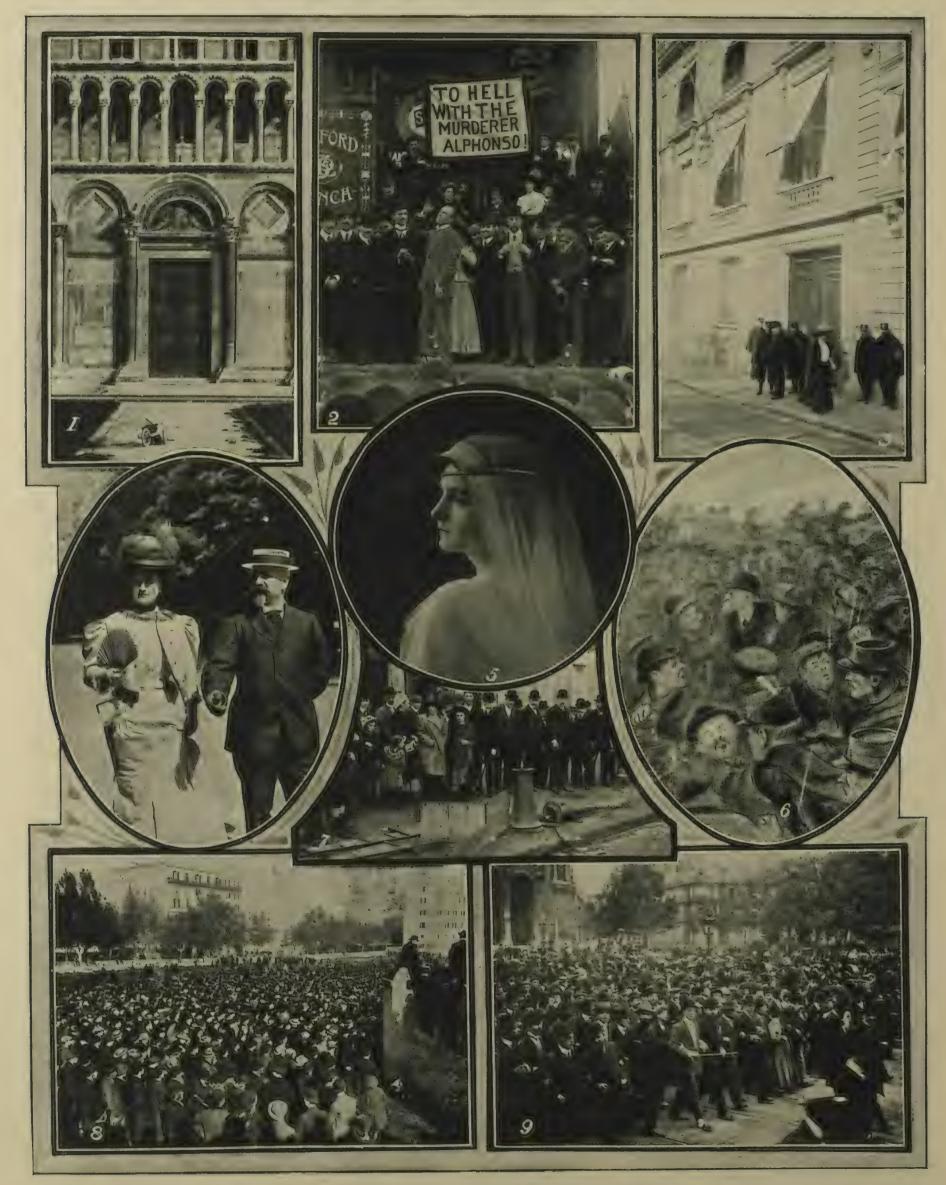
BROUGHT TO LIGHT BY THE WAVES: THE FAMOUS GREEK STATUE, "THE YOUNG GIRL OF ANTIUM," WHICH HAS BEEN BOUGHT BY THE ITALIAN GOVERNMENT FOR £18,000.

Having surmounted a good many difficulties, the Italian Government has recently purchased for £18,000, from the Aldobrandini family, the famous Greek statue known firstly as "The Priestess," secondly as "The Student," and thirdly as "The Young Girl of Antium." The work, which is believed to be by Lysippus (372-316 B.C.), was found by some fishermen. During a stormy night in the December of 1878, the waves knocked down a wall that was part of Nero's villa. The next day the statue was seen, standing upright on its pedestal, in a niche that had been disclosed. The Villa Aldobrandini stands on what is thought to be the site of the Temple of Fortuna Antias, which was partly destroyed to make room for a villa built for the Roman Emperor Nero. The statue represents a priestess of Fortune. Three other statues have been found on the site. This one has now been conveyed to Rome, and placed in the National Museum delle Terme.

Photographs by Trampus and Abeniacar.

# "THE ILLUSTRIOUS VICTIM": THE "FERRER EXECUTION" AGITATIONS.

PHOTOGRAPHS BY ALINARI, ILLUSTRATIONS BUREAU, RAPID, HALPTONES, VECCIA, AND OTHERS.



- I. AN ITALIAN PROTEST AGAINST THE EXECUTION OF FERRER: THE GREAT DOOR OF PISA CATHEDRAL, WHICH WAS SET ON FIRE BY THE MOB.
- Under an Abominable Banner; Mr. Victor Grayson Speaking at the Meeting in Trafalgar Square.
- 3. SPECIALLY GUARDED: THE SPANISH EMBASSY IN PARIS, WHICH THE CROWD SOUGHT TO ATTACK.
- 4. "THE ILLUSTRIOUS VICTIM": FRANCISCO FERRER, EXECUTED AT MONTJUICH FORTRESS ON OCCOBER 13, ON A CHARGE OF HAVING DIRECTED ACTS OF REBELLION IN BARCELONA.
- 5. SENORITA PAZ FERRER, DAUGHTER OF THE LATE FRANCISCO FERRER, WHO PETITIONED THE KING OF SPAIN TO SPARE HER FATHER.
- 6. Shot at by the Paris Mob: M. Lépine, Prefect of the French
- 7. Damage Done by the Parisian Agitators: Looking at the Rioters' Work.
- AN ITALIAN PROTEST: AN INDIGNATION MEET-ING AFTER THE EXECUTION OF FERRER, BELIEVERS IN "THE ILLUSTRIOUS VICTIM":
- THE INDIGNANT CROWD MARCHING THROUGH

The execution of Senor Ferrer on the charge of having instigated the Barcelona rebellion caused an immense sensation throughout Europe, and in several countries this took the form of practical demonstrations of public indignation. At Pisa the mob attempted to burn the cathedral, and succeeded in wrecking the alters and destroying some valuable pictures in the Church of Santa Croce in Gerusalemme. In Paris serious rioting took place, and a bullet intended for M. Lépine, the Prefect of Police, narrowly missed him and killed another police officer. The crowd attention to attack the Spanish Embassy. Demonstrations were also made in Austria-Hungary and in Germany. The English Socialists' contribution to the chorus of protest took place on Sunday in Trafalgar Square. Senor Ferrer was the founder of the Modern School at Barcelona, and it will be remembered that he was arrested in connection with the bomb - throwing at the King of Spain's wedding, but was discharged through the absence of any evidence of his complicity. His daughters addressed a personal appeal to King Alfonso on behalf of their father, One correspondent, writing in the "Sunday Times" of the execution, says! "The revolutionary campaign directed from Paris requires for its propaganda a martyrology. Whatever may be said or done, Ferrer will remain the illustrious victim, streets will be named after him, and statues will be erected. It is the advent of a new historical legend."

# THE TRIAL THAT STIRRED THE WORLD: FERRER COURT-MARTIALLED.

REMARKABLE PHOTOGRAPHS OF THE FERRER TRIAL IN THE NEW PRISON AT BARCELONA.

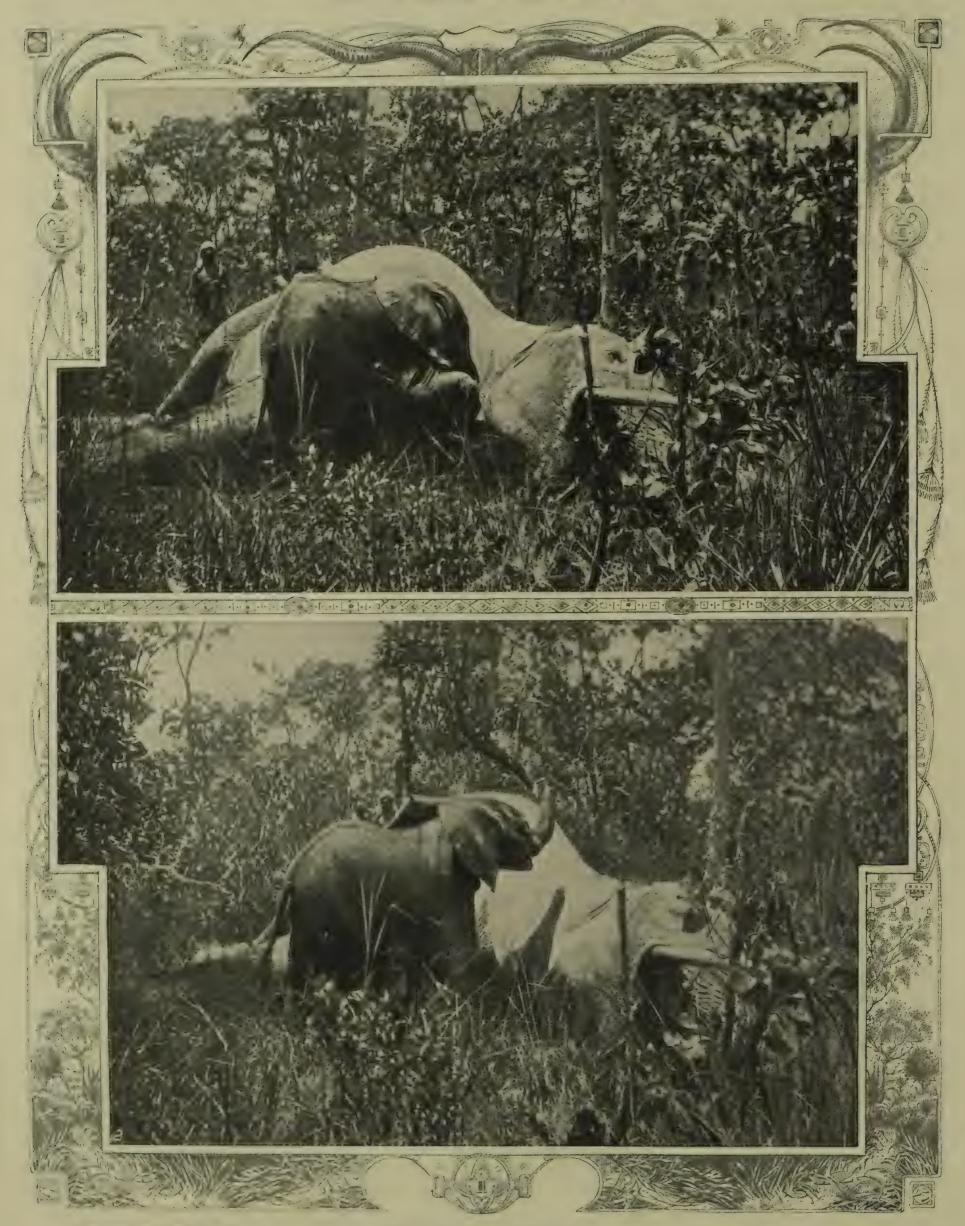


- 1. FRANCISCO FERRER, ACCUSED OF HAVING TAKEN A LEADING PART IN THE BARCELONA REBELLION, LISTENING TO THE EVIDENCE DURING THE TRIAL WHICH ENDED IN HIS BEING SENTENCED TO DEATH.
- 2. THE COURT MARTIAL TRYING FRANCISCO FERRER IN THE NEW PRISON AT BARCELONA: THE SCENE IN COURT DURING THE TRIAL WHICH HAS CAUSED SO MUCH SENSATION THROUGHOUT THE WORLD.

Francisco Ferrer was tried in the new prison at Barcelona by a court martial consisting of a Lieutenant-Colonel, who acted as President, and six Captains. Some two hundred reporters and two hundred and fifty of the general public attended the proceedings, which lasted five hours Fifteen witnesses had deposed that Ferrer originated the disturbances in Premia and Masnou, and that he had been at the head of armed groups in Barcelona. Ferrer himself deelared his innocence. The Court found a verdict of guilty; and sentenced the prisoner to death. Later, the Spanish Cabinet stated that they saw no reason to recommend his Majesty to grant pardon. The arrest took place on September 1. The trial was held on the 9th of this month, and the condemned man was shot at the fortress of Monejuich at nine o'clock on the morning of the 13th. In each photograph an arrow marks the prisoner.—[Photographs by Halptones.]

# FILIAL LOVE IN THE JUNGLE: AN ELEPHANT'S SORROW

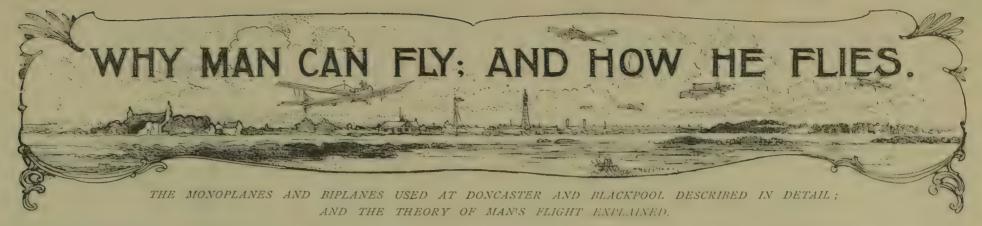
ON THE DEATH OF HIS MOTHER.



1. SEEKING TO AWAKEN THE DEAD: A YOUNG ELEPHANT TRYING TO AROUSE HIS MOTHER BY KICKING HER WITH HIS FORE FEET.

2. SORROW AT REALISING THAT HIS MOTHER IS DEAD: THE YOUNG ELEPHANT TRUMPETING HIS GRIEF.

A party hunting near the Kapiti Plains, where Mr. Roosevelt has been having such good sport, shot a big cow elephant. As the beast fell, a young male elephant, evidently her son, ran out of the jungle and up to her. Thinking her asleep, he sought to arouse her by kicking her with his fore feet. Later, it seemed to dawn upon him that his mother was dead, for he set up a terrible trumpeting. Eventually he was captured.



So suddenly has some measure of success been attained in the problem. attained in the problem of flight that we yet hardly realise the importance of it all. Man is upon the threshold of a new world; he is about to push forth his frail bark upon a vast and invisible ocean, as yet hardly From locomotion on land and water he has explored. From locomotion on land and water he has progressed to the navigation of the aerial sea which dominates both. To the scientist, the engineer, the poet, the lover of adventure, the explorer, and the naval and military man, the problem of flight will offer unique attraction; and the successful advancement of the work will be followed with intense interest once they become convinced that success is within sight.

The dangers and difficulties will but add to its fascination, and no small pride will be felt by this generation in arriving at a partial solution of a problem which from

the earliest times has fascinated and baffled man. The birds have ever made the human race eager to emulate them; and no more tragic history has been written than that which records the long series of man's failures throughout the ages to navigate the air.

### THE EVOLUTION OF THE FLYING - MACHINE.

The line of evolution has been very curious with the various types of machines. At first, man sought to imitate the birds by fitting himself with wings, but it was ultimately discovered that he had not sufficient muscular power to work them effectively. Then, by slow degrees, we came to gliding - machines with fixed wings, which enabled short gliding or soaring trips to be attempted. The introduction of

balloons

then to take away all attention from flying-machines, and it was fondly hoped that, by the aid of floating gassoon came, and for a long period aerial navigation was abandoned until the introduction of various forms of power-producers suggested the idea of fitting out vessels with engines of propulsion.

The Wrights were the first to make successful trials of an aeroplane with petrol motor in 1905, and they flew up to twenty-four miles; but so much secrecy was observed that they were generally discredited in Europe, observed that they were generally discredited in Europe, and not until Santos Dumont made a short flight in 1906 was any attention given to the matter. The year 1908 saw the first great advance, and Farman, Delagrange, Blériot, and others in France proved in public the feasibility of the aeroplane. Later in the year, Wilbur Wright came to Europe, and in the most sensational manner vindicated his claims e most sensational manner vindicated his claims years previous, and easily excelled all his rivals.

these were inclined upward at a small angle and projected through the air, a certain amount of lifting effect took place. When falling from a height through still air a plane or glider sinks gradually down along an inclined path. If, however, a sudden gust of wind blew against it horizontally the, glider would tend to rise, the increased air-resistance overcoming the natural tendency of the glider to fall. This increased air-resistance can be obtained either from a current of wind blowing against the glider or from the glider being forced along at such a speed as to set up its own wind—that is to say, increased air-resistance. Immediately the speed drops the resistance declines. Each portion of air is delayed over longer by the glider, and, like thin ice to be a slow skater, it is unable to bear the pressure. Thus, brovancy, and lifting power in a flying-machine Thus buoyancy and lifting-power in a flying-machine

depend mainly on

speed.
Obviously, then the next step in the development of the gliding - machine was the fitting of some apparatus which would give the instrument horizontal velocity. This, in effect, would give the glider that speed which carries the swift skater safely over thin ice. It entails the use of some propeller, and of an engine to drive this propeller.

When these became available, it was possible to make a flying - machine rise from the ground, especially if the bearing-surface of the machine were suitably designed for this lifting effect. forward by the action of the propeller, the machine acquired speed, struck the air with greater velocity, and thus made its own wind, so to speak. It was found that, by giving the main planes a slight upward tilt, the machine drove

THE ANCESTOR OF THE AEROPLANE: THE KITE-ITS EQUILIBRIUM.

HOW THE WIND FORCES AN AEROPLANE OUT OF ITS COURSE.

Of the first of these two Illustrations it is said: "The equilibrium of the kite is easily explained by the combination of the forces which bear upon it. The surface exposed to the wind is, in fact, kept 'oblique' in relation to the direction of the latter. The molecules of air, in striking against this slanting surface, exert a pressure upon it which, as is proved by calculation and verified by experiment, is perpendicular to this surface, and tends to lift it. This is one force to which the apparatus is submitted. There is a second, which tends to cause it to fall towards the earth; this is its weight, which acts vertically from top to bottom. There is, finally, another; this is the tension of the cord, the resistance of which acts as a check against the thrust of the wind. The pressure, resulting from the action of the current of air upon the surface of the kite, divides itself into two elementary actions; one is directed from bottom to top, and combats directly the thrust of the weight; the direction of the other is opposed to that of the cord." The second Illustration shows the effect of a side wind in aerial navigation: "If an aeroplane is going in an easterly direction in a south wind of 20 kilometres per hour, it will efficiely navigate with a speed of 60 kilometres per hour, but the section of attention the properties of the southerly in which it will have found the southerly the directly have the section of a south who have the effect of the southerly. metres per hour; but 'the section of atmosphere' in which it will have effected these 60 kilometres will be displaced towards the north, by the effect of the southerly wind, by 20 kilometres; the aeroplane will then have followed an oblique trajectory, represented by the diagonal of the parallelogram constructed with the help of two speeds, its own independent speed and that of the wind."

Diagrams Redrawn from those in M. Alphonse Berget's "The Conquest of the Air," by Courtesy of the Publisher, Mr. Heinemann; Malter Quoted from the Same Source

bags, the air could be safely navigated. Disillusionment

Since then development has gone on very rapidly, culminating this year in a series of amazing records and

Though the machines are still necessarily crude, they give promise of great things in the future. In effect, it has now been proved beyond doubt that man can build machines which can fly.

# THE PRINCIPLES OF FLIGHT.

But to the general public, if not indeed to some of the people who invent and use flying-machines, there is yet no small mystery surrounding the subject of flight. An example often employed to explain the action of the aeroplane is that of the skater travelling swiftly over thin ice. The ice would be incapable of bearing his weight if he remained stationary at any one point, and he finds safety in skating as rapidly as possible, thus transferring the pressure quickly from bird with outstretched wings in the air is supported on a column of air which stretches downward from its wings to the surface of the earth. This column of air can only with-stand the pressure for a very brief period, and the bird moves quickly to an adjoining column of undisturbed But whereas a heavy and compact object would sink vertically through the air, the bird with outstretched wings meets with so much support that it can glide downwards in an inclined plane. Thus, when man saw the futility of employing flapping wings, the idea came of using fixed, outstretched wings as gliding-machines. These instruments had the effect of prolonging one's stay in the air.

### LIFTING EFFECT.

Further experiments with gliding surfaces and planes showed that, if

upwards into the air, and thus rose more readily in its inclined path. So, by slow evolution, we have worked

A PRACTICAL MEANS OF KEEPING THE AEROPLANE HORIZONTAL "PARTITIONING"-THE METHOD FAVOURED BY THE VOISIN BROTHERS.

"An automatic stabilisation, independent of the will of the conductor, and fulfilled by the construction of the aeroplane itself, has been sought for; it is this solution which has been simply obtained by the Voisin Brothers. . . . The arrangement employed by them is partitioning, and applies to multiplane aeroplanes. It comprises the introduction of rigid vertical partitions between the two parallel bearing surfaces. These partitions, owing to the resistance they offer to the air, oppose any deviation due to centrifugal force, and the surfaces combining with the supporting wings, add resisting effort to combat the lateral inclination which thereby becomes practically eliminated. The aviator, owing to this principle of construction, has no longer to trouble about his equilibrium; he has only to think of steering."

Diagram Redrawn from that in M. Alphonse Bergel's "The Conquest of the Air"; Matter Quoted from the Same Source.

A PRACTICAL MEANS OF KEEPING THE AEROPLANE HORIZONTAL: WARPING THE PLANES-THE METHOD FAVOURED BY THE WRIGHTS.

"It is indispensable to keep up the horizontal supporting surface as much as possible throughout the trajectory." Warping the wings is the method adopted by the Brothers Wright. "The extreme angles of their aeroplane can be moved up or down absolutely like the 'corner' of a visiting card. As the Wright aeroplane is a 'biplane,' wooden battens lift up the corners disposed one above the other at the same time, so that when a corner of the upper wing is lowered the corner of the lower wing placed below the first is also depressed.... A turn is taken, and the aeroplane has a tendency to incline inwards; but the aviator, immediately manceuvring his lever, lowers the corners on the inside of the turn and elevates those on the outer edge. And then, as is shown in the diagram, the effect of the air on the corners thus offered to its action rights the apparatus."

Diagram Redrawn from that in M. Alphonse Berget's "The Conquest of the dir"; Matter Quoted from the Same Source.

### THE BROOMSTICKS OF THE MODERN WITCHES: THE MACHINES OF THE FLYING-MEN WHO ARE IN ENGLAND.

DETAILS OF THE MOST FAMOUS MONOPLANES AND BIPLANES SEEN AT DONCASTER AND BLACKPOOL: AVIATORS FROM BOTH MEETINGS, AND OTHER MATTERS.



- 2. THE BLÉRIOT MONOPLANE.
- 3. THE ANTOINETTE MONOPLANE.
- VOISIN). FARMAN).
  - 6. M. PAULHAN (BLACKPOOL
- 7. M. LEBLANC (BLACKPOOL: BLÉRIOT).
- 8. M. ROUGIER (BLACKPOOL: VOISIN).
- 9. M. FARMAN (BLACKPOOL: FARMAN)
- 10. MR. LATHAM (BLACKPOOL; ANTOINETTE).
- 11. HOW MAN CONTRIVES TO FLY: AN ILLUSTRATION SHOWING HOW THE AEROPLANE CONTINUALLY MOUNTS A PERPETUAL CREST OF AIR, WHICH GIVES IT THE NECESSARY SUPPORT. (SEE DESCRIPTION BELOW.)
- 12. M. SOMMER (DONCASTER: FARMAN).
- 13. MR. CODY (DONCASTER: CODY) 14. M. LE BLON (DONCASTER; VOISIN).
- 15. M. SCHRECK (DONCASTER : WRIGHT). 16. M. MOLON (DONCASTER; BLÉRIOT).
- 17. M. DELAGRANGE (DONCASTER: BLERIOT).
- 19. THE FARMAN BIPLANE.
- 20. THE VOISIN BIPLANE 21. THE CODY BIPLANE.

The witch of old of either sex might well envy the modern flying-man, the witch of to-day, for his "broomstick" is so scientific a thing that no doubters disturb his rest by denying his power to share the air with the birds-might envy him also in that he is in no danger of being ducked or burned at the will of those who do not understand him. The mystery of aerial navigation is deepened through the fact that the air is invisible. If we could see the wind, trace the currents and waves of the aerial ocean a better understanding would at once be gained of why and how machines heavier than air can fly in it. Let us first grasp the idea of velocity, of the power which sends heavy projectiles travelling through the air for miles. By giving any body sufficiently high speed it can be sent through the air. Next let us call to mind the power of the wind, which in effect is air travelling at high sneed. A hurricane can lift stationary objects off the earth and carry them in the air. So in projectiles and gales we have two forms of aerial travel. But a man's flying machine cannot be conveniently shot out of a gun, nor can he charter

hurricanes to take him up. With his engine and propeller he gets a speed of his own, in other words, his machine makes its own wind. Here, obviously, is more suitable lifting power if properly applied. The next great step was to force light planes obliquely through the air. An upward thrust is given to them by the displaced air currents, and this tends to raise the whole machine. With the increasing speed the lift increases until the aeroplane soars in the air, and is driven forward by the action of the propeller. First it runs along the earth, and as speed increases so does the upward pressure of the air which meets it. Eventually the air pressure is so great that it lifts the whole machine off the ground, and up it rises, gaining steadiness as the resistance of the rushing air forms a stronger support. All the time it is travelling forward, gliding from one layer of air to another in this grand conflict between natural forces. The aeroplane, with its curved surface, deflects the stream of air in a curve which for the main part passes underneath it. Hence we have the machine always mounting the crest of a perpetual wave of air, which gives the necessary support.

from flapping-wing machines to fixed-plane gliders, and then to gliders fitted with engines of propulsion.

MYSTERIOUS AIR CURRENTS.

The most curious and puzzling part of the whole problem of flight is to determine what really occurs in

the air when an aeroplane is

forced through

it, and numer-

many of them highly fantastic,

exist on the sub-ject. The most

modern, and perhaps the most satisfac-

tory, theory is

that the air in

a steady hori-

meets the plane,

front edge into

two main

streams, one curving under

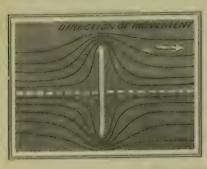
the plane and

partly up the back, the other

current

zontal

theories,



### A FLAT SURFACE ADVANCING NORMALLY THROUGH THE AIR.

"The point of the moving surface [when inclined], where the pressure is applied, a point which is called the 'centre of thrust,' does not . [But] if coincide with the centre of gravity. . . [But] if one moves forward perpendicularly through the air a flat surface, which fairly cuts the molecules, the phenomena are symmetrical, and the thrust will be exercised at the centre of gravity itself." Piagram Redrawn from that in M. Alphonse Bergel's "The Conquest of the Air"; Matter from the Same Source.

flowing over the top edge of the plane and meeting the under currents, to form eddies and vortices in the wake of the plane. The currents under the plane have a lifting effect, and possibly at the back of the plane there is a region of dead air or partial vacuum, whilst beyond it are complex tangles of eddies. The air forced

downwards under the plane has an upward reaction, this being opposed by the weight of the machine, which acts in a downward direction.

### THE PROBLEM OF STABILITY.

We have now to consider the vital problem of stability, on which the success of every machine depends. Many of the much-vaunted flying - machines before the public are just projectile machines, which are safe only as long as they are driven at high speed through calm air in a straight course.

But the aerial sea is seldom at rest. We have to contend with mysterious tides and currents, invisible eddies, whirlpools, rapids, cataracts, and other complex disturbances. Unless a flying-machine has stability in such a troubled sea it is doomed to failure, save when it can be shot along at very high speed. At slower speed it will tend to fall backwards or forwards—that is, have longitudinal instability, or it will heel over sideways—that is, have lateral instability. Another dangerous moment occurs when a turning movement has to be made. Two essential tests of a flying-machine, therefore, lie in its power to be used in windy weather, and its ability to make rapid turning movements. Lack of stability is the great defect in modern machines, and is the main point yet awaiting complete

### TYPES OF MACHINES.

So far we have considered the motor-equipped gliding-machine, otherwise the aeroplane, but it would now be advisable to take a short survey of the various types as represented at Doncaster and Blackpool. We may set them

(1) Monoplanes, or single planes.

(1) Monoplanes, or single-planes.
(2) Biplanes, or machines with two main planes, one above the other. These planes are usually rectangular; but in some cases one or both the planes have wing-like shape.
(3) Multiplanes, or machines with more than two superposed planes. There are various other types of

aerial machines, such as helicopteres, or vertical-lift machines, wing-flapping machines, etc., but they are so far quite impracticable.

### MONOPLANES.

been most developed in France. Monoplanes have Perhaps the best known are the Antoinette, Blériot, R.E.P., and the Santos Dumont. There is generally a central body with wing-shaped extensions at each side, the engine and propeller usually in front, one or more vertical fins for stabilising purposes, a steering rudder, and a horizontal tail. The monoplane presents a good cutting edge and has very little head-resistance. It thus can develop higher speed than other types. But having less bearing surface it requires greater speed ere it can rise from the ground. Stability at first was not so good as on the biplane; and the monoplane stands out as a high-speed machine calling for much skill and daring in its manipulation. This year, however, the monoplane has developed with marvellous rapidity, and in the hands of Blériot, Latham, and Santos Dumont it has proved a formidable rival to the biplane.

### BIPLANES.

The biplane with rectangular main planes is the most general type of aeroplane. It is made up of two main planes or, more strictly speaking, aerocurves, about main planes or, more strictly speaking, aerocurves, about forty feet by six feet, composed of fabric stretched over a wood or metal frame and given a slight upward angle. The engine is mounted in the centre of the body, between the planes, and drives one or more propellers placed further back. Up and down steering is effected by one or more smaller planes mounted in front of the machine and capable of being tilted in the required direction. Horizontal steering is obtained by a vertical rudder at the rear. The Wright machine has an

BIPLANES. The Voisin machine is most distinguished lar tail and panelled sides, which give certain amount of automatic stability, though not without disadvantages. This machine has a single propeller, and is

OTHER

have much more difficulty to rise up under the cutting edge than to go downwards to gain the other side. The thrust will therefore be greater on the front extremity up which they are forced to travel, and the centre of thrust will be nearer the front edge." Diagram Redrawn from that in M. Alphonse Rergels "The Conquest of the Air"; Matter from the Same Source.

AN INCLINED SURFACE ADVANCING THROUGH

THE AIR.

"If the moving plane is inclined, the gaseous molecules

mounted on wheels, so that it can run along the ground, and start

on almost any surface. It is the most typical machine of the French school, and on it Farman and Delagrange made their first successful-flights.

a cable, set in motion by a weight being dropped from a

small tower. By this means the machine is given the

initial impulse, and with its propellers working it soon rises into the air. At Doncaster M. Schreck used the first Wright fitted with wheels after the French style.

In England, the Cody biplane was one of the first to be built and to make a free flight of over a mile. This

machine is the largest and heaviest now in It follows both American and French practice, and its most novel feature is the divided elevator-plane in front. The two parts can be used in unison to give elevation, and in opposition to help in balancing.

The Farman is a development of the Voisin in many respects. In the rear portions of the main planes there are ailerons, or flaps, which serve for stabilising purposes. The wheels of the chassis are ingeniously combined with skids, which latter take up the shock when landing. The Farman holds the world's record for longest flight.

Of the monoplanes, the Blériot is the most famous, and since its cross-Channel flight its lines are universally known. On the central body the engine is carried, and in front of it the screw which draws the whole machine after it, in contrast to the biplanes, which usually have propellers driving the machine in front of them. The elevator is at the rear, and the main plane can be warped for stabilising purposes.

The great rival of the Blériot is the Antoinette, which is distinguished by its beautifully trim wooden body, lined with the engine's radiator-tubes, in which the water surrounding the engine is cooled. The pilot has a splendid system of control by means of hand wheels and pedals. More than all others, perhaps, the

Antoinette is graceful and fascinating in its flight, especially when handled by Latham.

The English machines entered for Blackpool and Doncaster comprise both monoplanes and biplanes. Of the former type are the Nicholson, aunderson, Humphreys and Gratze; the bi-

planes include a small machine built by M. E. Mines, and there is a triplane by Mr. A. V. Roe.

As a sport flying will possess a unique fascination, this fact being abundantly proved whenver actial meetings have been held wherever aerial meetings have been held. Even if for the moment people cannot see any really useful end in the flying-machine, apart from sport and naval and military uses,

bear in mind the grand significance of man having finally succeeded in navigating the air. It is the most glorious triumph of many centuries, and the fitting prelude to greater things.



WHY THE AVIATOR FLIES HIGH AT TIMES: THE EFFECT OF INEQUALITIES OF THE GROUND SURFACE UPON THE MOVEMENT OF THE AIR.

"The gaseous molecules, approximate to the undulations of the ground, will . . . follow at one time an ascending, and at another a descending path, and if their speed is of little consequence, one time an ascending, and at another adescending path, and if their speed is of little consequence, that is to say, if the prevailing wind is not very intense, these inflections of the currents of air cause 'ascending winds' and 'descending winds'... Now the aeroplane is so designed that the currents of air are met horizontally by its wings, and not so as to be struck in an oblique manner. These vertical winds will therefore be capable of 'twisting' the aeroplane round ... this would mean a rapid fall, i.e., certain death to the aviator... These atmospherical fluctuations disappear in proportion as one rises in the air, and at a certain height ... the strata of air become steady and flow in a horizontal manner."

Diagram Redrawn from that in M. Alphonse Bergels "The Conquest of the Air".

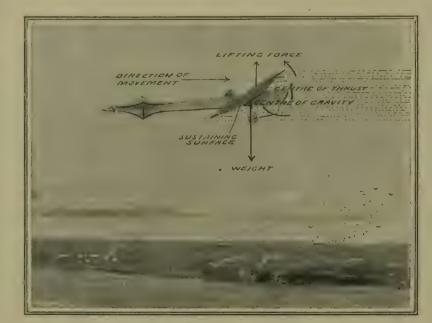
Matter Quoted from the Same Source.

all-wood frame covered with fabric. It has double horizontal planes in front for vertical steering, and horizontal rudders at the rear for steering from side to side. Sidesteering is facilitated by the rear rudders being connected

with a wing warping arrangement, which is the most unique feature of the Wright

Pulleys and cables connect the rear flexible portions of the main planes, and these cables so work that when the lever is pulled in one direction the rear tips of the right side of both planes are bent upwards, and those of the left side bent downwards. The controlling lever has four motions which may be described as North, South, East, and West. The movements can be combined so as to actuate the rudder and warp the planes in harmony with it. The wing warping device in the hands of a skilled aviator is very effective for balancing.

The starting device is another special feature of the Wright aeroplane. The machine is mounted on a trolley, which is caused to run along a rail by the action of



THE EQUILIBRIUM OF THE ACTUAL AEROPLANE.

"If any one of the considered forces should change, the equilibrium will be immediately destroyed. For instance, if the speed of propulsion increases, the pressure also increases, and therefore also the resultant vertical lifting component. The weight not changing, the equilibrium is destroyed and the apparatus will rise; it will, on the contrary, descend if the speed of pro-pulsion decreases; it will also descend should the 'supporting surface' for some reason or other be diminished, in the same manner as it will rise, if the weight of the apparatus becomes less, which occurs during a journey, on account of the consumption of the fuel feeding the motor. The very simple conditions of equilibrium which we have examined are, therefore, precarious."

THE EQUILIBRIUM OF THE THEORETICAL AEROPLANE.

"An aeroplane, in fact, is nothing but a kite which 'creates its own wind,' to accomplish "An aeroplane, in fact, is nothing but a kite which 'creates its own wind,' to accomplish which, the string is replaced by a motor, and a screw which gives it a speed equal to what the wind would have to be to support it like a kite, were it retained by a cord. The tension of the cord is replaced by the power of propulsion, and the conditions of equilibrium are, at least fundamentally, quite as simple as those of the kite. An aeroplane will therefore be composed of a supporting surface divided into one or two parts, which are often called the wings, cutting the air in an oblique manner by means of a propeller and motor; it will be connected to a skiff or car, in which will be the aviator, the motor, and the mechanism for steering, comprising at least two 'rudders.'"

Diagram Redraym from that in M. Albhouse Barrets "The Conquest of the Air":

Diagram Redrawn from that in M. Alphonse Bergels "The Conquest of the Air";

Matter Quoted from the Same Source.

Diagram Redrawn from that in M. Alphonse Bergel's "The Conquest of the Air";

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### LADIES' PAGE.

AT a London Mansion House exhibition of British laces, held the other day under the kind patronage of the Lady Mayoress, it has been once more demonstrated that English-made laces can hold their own with most foreign productions. The best of our laces is Honiton, and of this work was the fine scarf worn by the Lady Mayoress at the opening ceremony. Queen Victoria used to patronise the Honiton work extensively: her wedding-gown was flounced with that lace, and she gave repeated orders for it all through her life, making presents of Honiton very frequently to foreign royal ladies. In the Mansion House display there was evidence that Queen Alexandra follows the same excellent practice of encouraging native industry. A charming fan was on view that has been prepared to her Majesty's order by Northamptonshire lace-workers; the design is the rose of England surmounted by the crown, and in the centre the Queen's chosen monogram, two letters A reversed.

The introduction of personal emblems into lace is no novelty. Marie Antoinette had her coat-of-arms and initials worked into much of the lace which she was fond of using before the evil days came when she began to wear nothing but black lace, and, later still, distributed all her lace and fans amongst the ladies who still remained near her when she left Versailles for the last time (Oct. 6, 1789). A splendid robe of Brussels lace, the property of the late Queen of the Belgians, which was allowed to be shown at the Chicago World's Fair, contained a dozen distinct escutcheons, all true to heraldry, and worked in lace stitches of inconceivable fineness. To the same exhibition, the late Empress Frederick (Princess Royal of Great Britain) lent a quantity of her fine lace, one of the features of which was the flouncing and other parements for a Court robe, in Duchesse lace, in the design of which appeared the royal arms of England that her Majesty bore as the daughter of our Queen, "charged with the escutcheon of Saxony," which she bore in right of her father, and showing also the Prussian eagle and coat-of-arms of her German imperial husband, all admirably reproduced in lace stitches. Queen Margherita of Italy sent to the same remarkable display a flounce, some fifteen inches wide, the design representing every of warlike implement—guns, pistols, pikes, and swords—done in the finest and softest of lace, point-de-gaze, the cruel weapons contrasting with the feminine and luxurious associations of lace.

English lace-workers, judging by the Mansion House display, are now producing work more beautiful and varied than at any previous period. True, some of the most beautiful old lace in existence is technically known as "point d'Angleterre." Historically, however, this is a misnomer The greater part by far of this lace was made in Flanders—now called Belgium. The explanation given is that, in the days of Charles II., our Parliament wished



THE LATEST TUNIC EFFECT.

Evening gown of mousseline-de-soic over supple satin, the tunic outlined with a band of darker satin; belt of sequin embroidery ending under satin bow.

to protect the British lace industry, and passed a sumptuary law forbidding altogether the importation of foreign laces. Some Flemish lace-workers were imported here to make the lace that had been previously sent over from Flanders, but the English flax thread, and, perhaps, the English climate, were not kindly; the lace the workers produced here was inferior. Accordingly, it soon became a regular thing to smuggle over from Brussels the meshed ground lace that was particularly called for by the fashions of the moment, and then boldly to offer it in the market in London as home-made "point d'Angleterre."

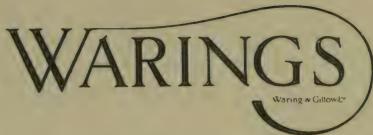
This explanation is borne out by the still existing record of a great capture at that time of a vessel loaded with Brussels lace that was to be smuggled into England; it was "laden with pretty things" truly—for it contained 744,000 ells of flouncings and narrow widths of lace, besides made pieces, such as collars, handkerchiefs, petticoats, fans, and gloves. There is, however, another and more pleasing explanation of "point d'Angleterre" that was made abroad. It is that the English lace-workers did in fact invent the meshed-ground lace that is called by this name, and that the foreign makers copied the idea, and made the same lace, but without even attempting to deprive our women of the credit of the invention in the description. At any rate, it is clear that English workers were once great makers of lace, and the modern revival promises to be equally important. It is an artificial one, in so far as it has been "engineered" and financially supported in its inception by a number of wealthy and kindly women desirous of reintroducing a home industry for cottage women.

A recent bride made a new departure in the wearing of her lace veil. It is not very becoming to cover the face with a heavy-patterned fabric. Royal brides always wear a lace veil thrown off the face, hanging over the shoulders only; but less illustrious brides usually have a liking for going up to the altar under the friendly shade of a light-meshed tulle. The bride referred to combined the two advantages by the expedient of having the veil of old Brussels lace fixed on her hair to fall only over the shoulders and down the back, and then throwing a large square of tulle over it, reaching the knees in front and well down on the train behind, in the customary fashion. Many brides now do not cover the face at all, however; if there is a splendid lace veil in the family's coffers, it is worn royal fashion, simply hanging over the shoulders from the headdress of orange-blossoms, which takes the form of a coronet, an all-round wreath, or a simple cluster at each side of the front of the coiffure, at choice. A bridal robe should have but a very small empirecement of tulle or lace let in at the throat, to avoid the appearance of a party-going frock, but the sleeves at present are very often entirely of diaphanous material, as the fact that they reach the wrist in every case prevents the ball-gown effect being feared; while the lightness of the lace or mousseline-de-soie sleeve, whether it be lined or transparent, is pretty and graceful. FILOMENA.



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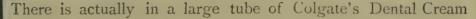
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motorist's

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The motor

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THE REGULATION OF MOTOR TRAFFIC IN CHICAGO: ONE OF THE "AUTO-GUIDES" WHICH ARE TO BE ENLARGED INTO "ISLANDS."

At the intersection of boulevards in Chicago the danger from speeding automobiles became so great that "auto-guides" like the above were erected. The concrete base is 2½ feet high by 5 feet long, and from it rises an iron standard, at the top of which is an electric light, covered by a red danger globe. Motorists must take the proper side of this in turning from one toulevard into another, or be liable to arrest. The city authorities have now decided to enlarge the bases so as to make them "islands of refuge" for pedes-trians, as in London.

ist, as Mr Hicks most reasonably puts it, is just a simple, ordinary member of the community who has outgrown horse-traction and desires to transport himself and his goods by mechanical means in lieu thereof. As, assuredly, in a very short time, all heavy traffic and the majority of light traffic will be mechanically propelled, the proposal of special roads borders on the absurd.

There is a movement afoot to register all cars capable of rendering transport service for men and stores in time of national emergency. Motorists are to

be asked to express their willingness to devote their cars, and possibly their own services as drivers, to their country's uses. In time of emergency, of course, no self-respecting citizen motorist would hesitate to comply in both ways; but if cars are to be registered, if car-owners are to feel that their vehicles may be requisitioned, and they must therefore keep them in a reasonable state of readiness, then surely it is not too much to ask that the country should give something in return. Let the man who is willing to register his car and himself for service find that his patriotism is recognised by a partial remission of taxation. The country can hardly expect to have everything one way.

No motorist exists who would not gladly sing the requiem of the security tyre-bolt. In all tyre manipulation upon the road that demoniacal fitting has been responsible for more objurgation than here and there a part of a motor-car. And yet none so brave as to discard it, less worse might befall them. How many pinched tubes, and damaged knuckles, to say nothing of tempers, has it not been responsible for. And now it has to go.



GETTING UNDER WAY: M. SOMMER STARTING HIS AEROPLANE AT DONCASTER.

M. Sommer was second in the Grand Inauguration Prize at Doncaster on the second day. His machine was a Farman biplane. On the third day he made a long flight in the dusk, doing 11 rounds (16½ miles) in 28 min. 14 sec. It was almost pitch dark when he descended.

Michelin has given it its congé for ever and a day, and it shall tyrannise over us no longer. It has been the constant endeavour of the great French firm to simplify the arduous work of fitting tyres, and the result of that endeavour is the production of the valve bolt, which ousts

for all time This weland come novel accessory will retain the tyreposition in firmly as ever did the four security bolts which, as I have already sug-gested, piss away.

From the report of the Automobile Association's Appeal Case in the Divisional Court, be-Lord Chief



FINDING WHICH WAY THE WIND BLOWS: A PORTABLE WEATHERCOCK USED AT DONCASTER.

Our photograph illustrates a device used by aviators for testing the wind. It consists of a kind of portable weathercock.

Justice and Justices Darling and Bucknill, it would appear that the raison d'être of the A. A. Scouts no longer exists. The Lord Chief Justice said that a man who warned a car so as to prevent the police from obtaining the only evidence upon which the courts would act with confidence was obstructing the police in the execution of their duty. He did not, however, intend to admit that there was necessarily an offence where a man warned a friend that he was breaking the law. Justices Darling and Bucknill concurred. I do not know if the appeal against this decision can be carried any further. If so, the Association should proceed, for with all due respect to the three-barrelled opinion, it seems tantamount to the suggestion that if a man is advised not to commit a burglary, the man who so advises him is obstructing the police in the performance of their duty. This is hard upon those who work and teach among the criminal classes.





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### MUSIC.

IT is very pleasant to welcome once again the visits of the Société des Concerts Français. Last year under the Society's auspices we made the more intimate acquaintance of composers like Debussy, Duparc, Schmitt and Chausson, and the introduction Roussel,

delightful, for their work was as finely interpreted as it was wisely chosen, and it showed velopment of certain tendencies that are likely to affect modern composition very deeply. This year there are to be four concerts, of which one will have been given when this note appears, while there are three to follow, on November 15. January 25, and March 8. The programme of the series is full interest, including as it does work by Rey-naldo Hahn, André Caplet, Tughelbrecht Maurice Ravel Paul Dukas, and

many others whose work is well worth closer study than it has received down to the present in this country. Few people realised before last year that the younger school of French composers has either struck a new road or rediscovered an old one.

To-morrow night, the London Symphony Orchestra will inaugurate the experimental season of Sunday-evening concerts at Covent Garden Opera House. Safonoff will conduct, and Tchaikowsky's "Symphonic Pathétique" will figure on the programme. The de-parture will be followed with keen interest, for if it should succeed, there will be a distinct addition to the social life of the London Sunday, and there are no concerts of equal merit in town on Sunday nights. If any orchestra can create a following for a new concert series under novel conditions, the London Symphony players should be able to do it.

Among those who will regret to learn that the days of the Crystal Palace are numbered will be the many thousands who received their musical education there. In the days when the Philharmonic Society possessed the only first-class orchestra in London, the late Sir August Manns was busily engaged in training the young idea. At Sydenham we heard for the first time much

> is now popular all over London; there, too, many of the men who are now well before the public today found their first hearing. Brahms, Wagner, even Beethoven owe much of their latter-day recognition in this country to the late August Manns, and it is interesting to note in the ranks of the

> of the music that

opera, "Christopher Columbus," and some Sicilian folksongs, and doubtless his reappearance will be very warmly welcomed. A new violinist, Jascha Bron, will make a first appearance in England at the same concert.

Opera is now in full swing at Covent Garden, where the Carl Rosa Company will doubtless derive encouragement from the success that attended Mr. Charles Manners' efforts at the Lyric in August last. The programme and prices are popular, the company is well experienced, and the resources of Covent Garden are unrivalled in Great Britain. So there is a good chance for the undestabling that it is dangerous to expect the much the undertaking, but it is dangerous to expect too much.

Some weeks ago reference was made in this place to Mr. Hammerstein's plucky experiment in giving an "educational season" of opera at popular prices in the Manhattan Opera House. Good artists who do not demand too much gold in exchange for their notes were engaged, the mounting was that which serves in grand engaged, the mounting was that which serves in grand season, the orchestra was a picked one—and the result of the undertaking is a comparative failure. The class that can afford to fill two-dollar stalls is ashamed to be seen in them. Here we find such a condition of things as obtained in London when an autumn season was tried. Year after year performances, hardly inferior if at all to those that obtained in grand season, were scantily sup-

ported, although the stalls cost no more than halfa - guinea, while within a half-mile radius of Bow Street there was no chance of buying a stall at some of the unspeakable musical comedies that, like the poor, are always with us. When the spring seasons returned many of the people who would not pay half-a-guinea in the autumn gladly paid a guinea for performances of no greater merit. Thus a broad band of snobbery unites certain sections of the musicloving (?) community in the Old World and the New, spanning the Atlantic.



THE PRINCE OF WALES AT DOVER + HIS ROYAL HIGHNESS

On Friday of last week the Prince of Wales opened the magnificent new Admiralty Harbour at Dover, which has been constructed at a cost of £4,000,000. In the above photograph his Royal Highness is seen inspecting the guard of honour.

> Queen's Hall LondonSymphony, and Philharmonic orchestras some of the veterans who in years now long past helped to educate London.

> To - morrow afternoon. Sammarco will sing at the Sunday Concert at the Albert Hall. He has chosen the "Not-turno," from Baron Franchetti's fine



THE PRINCE AND THE CHIEF ENGINEER FOR DOVER NAVAL HARBOUR: HIS ROYAL HIGHNESS TALKING TO SIR WILLIAM MATTHEWS.

At the opening of Dover Harbour Sir William Matthews, the Chief Engineer, read an address, and in his reply the Prince of Wales said, "It is to him we owe the original design for this vast undertaking, to the details of which we have listened with wonder and admiration, and I feel sure that all present here will join with me in offering him our hearty congratulations."

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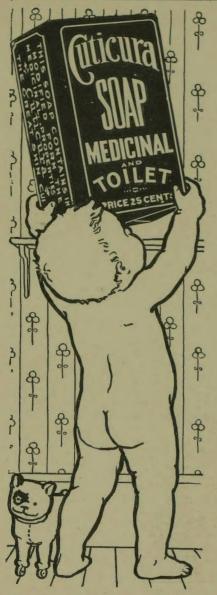
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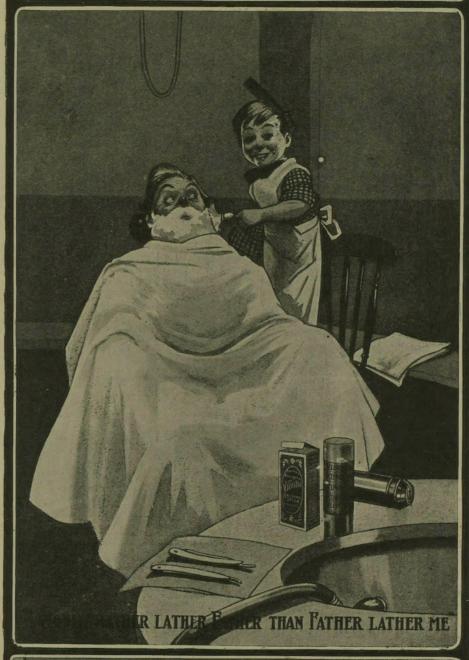
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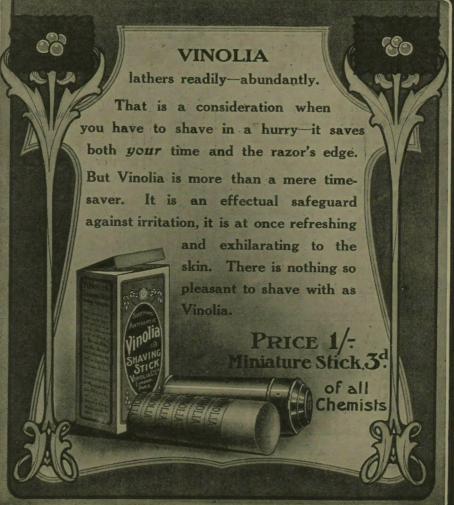
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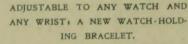
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### WILLS AND BEQUESTS.

THE will and two codicils of SIR JAMES ALFRED JACOBY, of 34, Eaton Place, M.P. for Mid-Derbyshire, and Chairman of the Kitchen Committee of the House of Commons,

who died on June 23 have been proved, the value of the estate being £52,156.
The testator gives £1000 to the Serjeant - at - Arms to found a fund for pensioning or assisting aged, ill, or disabled members of the staff of the refreshment department of the House of Commons; a scarf-pin to Charles King (manager) and to Collins and Platt (waiters), in the refreshment department; a scarf-pin with carved head that changes colour to his friend, Lord Althorp; three pictures to the Nottingham Castle Art Gallery; £500 and his personal effects to his widow; £2000 in trust for his grand-



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daughter, Frederika Dorothy Lilian Violet; and legacies to executors and servants. Subject to the payment of the income from one fourth of the residue to his wife during widow-hood, the remainder of what he may die possessed of is to be held in trust for his three children.

The will of DAME HARRIET CAMILLA ADAIR, of Heatherston, Pembury, Kent, widow of Sir Hugh Adair, Bart., of Flixton Hall, Bungay, Suffolk, has been proved by her son Sir Frederick E. S. Adair and Lancelot Fletcher, the value of the property being £23,269. The testatrix gives her interest in the Manor of Benwell, Novthumberland with the collisions at a to her day but Northumberland, with the collieries, etc., to her daughter Camilla Beatrix Mary Adair for life, and then to follow the trusts of the Flixton Hall settled estates, and her diamond necklace and bracelet and the candelabrum presented to Sir Hugh Adair by his constituents at Ipswich, are to devolve as heirlooms with such estate.

Subject to legacies to servants, the residue goes to her Mr. Robert Hutchinson, Cavendish Crescent South, daughter absolutely.

The will (dated Aug. 11, 1908) of Mr. CHARLES GARNER RICHARDSON, of Beech Hill, Englefield Green, who died on July 30, has been proved by Mrs. Caroline Seaborne Richardson, the widow, and Charles Robert Edwin Pattenden, the value of the real and personal estate amounting to £164,178. The testator gives £3000 to Alexander Edward Pole; £500 to Joanna Pole; £100 each to William Edwards and John Record; £25,000, in trust, for his grandson, William Hearle Garner Richardson; £1000 to Dr. Floyer: £500 to C. R. E. Pattenden; and the residue to his wife absolutely.

The will of MR. HENRY MOORE, of 59, Bishopsgate Street, E.C., and Kynaston House, Tottenham, has been proved by his son Henry Tait Moore, the value of the property being £82,315, all of which he left equally to his children.

The will of MRS. CLEMENTINA ALLNUTT, of Upton Wold, Moreton in the Marsh, Gloucester, who died on July 26, widow of Mr. John Allnutt, of 14, Charles Street, Berkeley Square, is now proved, the value of the property being £46,365. She gives £500 each to her brothers; £500 a year to her sister Jane Harriet Steinman; £100 each to the children of General James Puckle; £100 each to several godchildren; and legacies to servants. The residue of her property she leaves to her daughter Mrs. Violet Susanna Knox, and under the provisions of the will of her husband, appoints to her a fifth portion of settled funds amounting to £92,000.

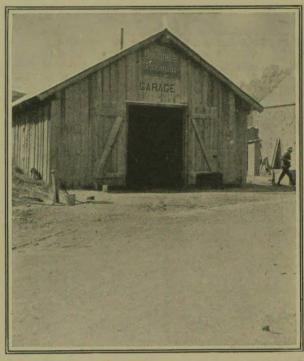
The will of Mr. THOMAS CARTER BEELEY, of Bow-The will of MR. THOMAS CARTER BELLEY, of Bowlace, Gee Cross, near Hyde, Chester, head of Messrs. T. Beeley and Son, boiler-makers, is now proved, the value of the property being £52,276. The testator gives £1000 to his wife; £1000 to his niece Edith Loela Wood Calvert; £100 each to the executors; and the residue to Mrs. Beeley for life, and then equally to his children.

The will (dated Sept. 19, 1889) of Mr. Leslie William Alexander, of 29, Campden Grove, Kensington, has been proved by Stuart Lesley Bathurst, the value of the property being £76,314. The testator gives his ground rents and stock in the Chelsea Waterworks Company and the South Western Railway Company in trust for his housekeeper, Harriett Greenwood, for life, and then for his cousin Rosetta Roberts. He also gives £300 to his housekeeper; his jewels to his niece Mary Bathurst: the musical instruments and music to his Bathurst; the musical instruments and music to his sister; and the residue between his cousin Rosetta Roberts and his sister Rosetta Bathurst.

The following important wills have been proved-

Mr. Harry Stirling Crawfurd Everard, Rathmore, St. Andrews, N.B.
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Mr. Banister Fletcher, F.R.I.B.A., is giving an interesting course of twenty-four University Extension lectures on "Ancient Architecture" (illustrated by some lectures on "Ancient Architecture" (illustrated by some twelve hundred lantern slide views) at the British Museum, his purpose being to trace the evolution of ancient architecture in Egypt, Assyria, Greece, Rome, and Byzantium on broad lines from a popular point of view. This course of lectures is the first illustrated by lantern-slides ever given in the British Museum. The trustees are heartily to be congratulated on this new departure, which will greatly enhance the value of the Museum to the public. The lectures are given on Tuesday afternoons, at 4.30, in the Assyrian Saloon. All particulars can be obtained from Miss Gaudet, hon. secretary of the course, 120, Cheyne Walk, Chelsea, S.W. secretary of the course, 120, Cheyne Walk, Chelsea, S.W.



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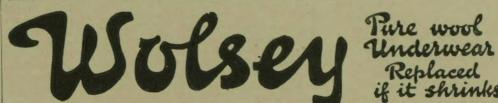
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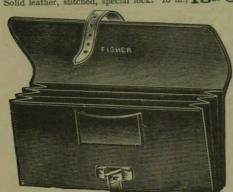


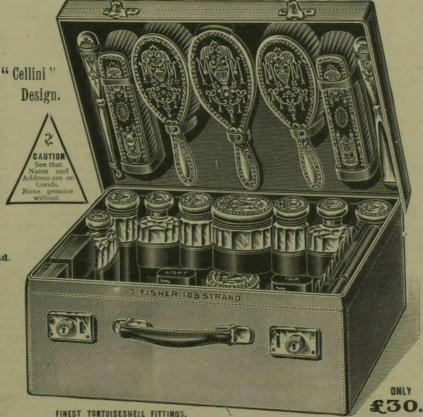
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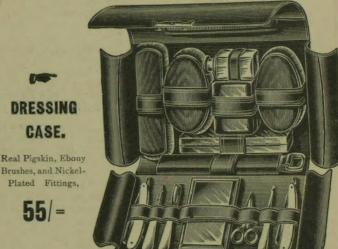
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### CHESS.

- To Correspondents.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.
- G W Moir (East Sheen).—We give you credit for No. 3411, although your solution is wrongly expressed. The correct way of stating the first move is B takes P, not B to K 3rd, and you omit the principal variation. No. 3412 cannot be solved by 1. Q to B 2nd.
- Hereward.—In No. 3411, if 1. B to K 5th, Black replies with R takes B; and there is no mate in two more moves. We presume the other solution is intended for No. 3413.
- J C SAUNDERS.—In No. 3410, if Black Queen goes to any square on the Rook's file, White answers with 2, P to K 8th (becomes Kt), and mates.

  F R GITTINS.—We should be glad to do anything in our power, but this column is not adapted for the purpose.
- R H COUPER (Malbane, U.S.A.).—We have examined your problem, and but for the key, which is altogether too strong, we should have been glad to publish it.
- to Both... In the amended three-mover, if Black play 1. K to Both, we fail to see mate in the required number of moves.
- CORRECT SOLUTIONS OF PROBLEM No. 3406 received from H D Bonker (Johannesburg) and C A M (Penang); of No. 3407 from Postonji Jivanji (Hyderabad, India) and C A M; of No. 3408 from Postonji Jivanji and L Murell (Barbadoes); of No. 3410 from R H Couper, (Malbane, 'U.S.A.) and Gertrude M Field (Athol, Mass); of No. 3412 from J B Camara (Madeira) and C Barretto (Madrid); of No. 3412 from J D Tucker (Ilkley), C J Fisher (Eye), E J Winter-Wood, A W Hamilton Gell (Exeter), and W C D Smith (Northampton).

Gell (Exeter), and W C D Smith (Northampton).

CORRECT SOLUTIONS OF PROBLEM No. 3413 received from Sorrento, W C D Smith, J Moran (Newcastle), Albert Wolff (Sutton), E J Winter-Wood, G Stillingfleet Johnson (Cobham), Julia Short (Exeter), John Isaacson (Liverpool), J Coad (Vauxhall), F Henderson, T Turner (Brixton), C J. Fisher, J F G Pictersen (Kingswinsford), A G Beaeld (Winchelsea), P Daly (Brighton), J D Tucker, T Dickinson (Manchester), Theodore Roberts (Blackpool), Hereward, Major Buckley, G W Moir (East Sheen), J F Adamson (Glasgow), L Schlu (Vienna), Captain Challice, T Roberts (Hackney), J A S Hanbury (Birmingham), Rev. J Smith (Queenstown), W Duncan (Aberdeen), A A E Lecluse (Soho), Loudon McAdam (Southsea), R C Widdecombe (Saltash), R Worters (Canterbury), and M Folwell.

### CHESS IN SCARBOROUGH.

Game awarded First Brilliancy Prize in the Championship Tournament of the British Chess Association

(Queen's Pawn Game.)	
(Mr. Holmes.) (Mr. Yates.)	WHITE BLACK (Mr. Yates.)
1. P to Q 4th 2. P to Q B 4th 3. Kt to Q B 3rd 4. B to Kt 5th 5. P to K 3rd 6. Q to B 2nd 7. Kt to B 3rd Castles Castles	18. K R takes Kt  A sound and pretty sacrifice, basing itse on a fine sense of position.  18. P takes R 19. R takes Q P Q to K 2nd 20. Kt to Kt 5th Kt to B sq
8. R to Q sq 0. B to Q 3rd 10. B takes P 11. P takes P 12. Castles 13. B to K B 4th Q to B 2nd P to Q Kt 3rd Q takes P	21. B to Q 6th Q to B 3rd 22. B takes Kt P to R 3rd 23. B to K 7th  A vary "chessy" stroke. Neither Quee nor Rook can take the Bishop without mat following, and otherwise the end is clever! forced. The game well deserves the honor awarded, being full of fine points on the pai

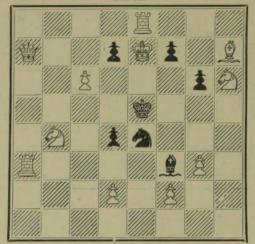
SOLUTION OF PROBLEM No. 3412.—By BARON WARDENER.

WHITE. 1. Q to Kt sq 2. Q or Kt Mates.

Any move

23. Q takes Q P takes Q
25. R to Q 8 (dis.ch) B to K 3rd
26. B takes B (ch) K to R sq
27. R takes Q R R takes R
28. Kt to B 7th (ch) Resigns

PROBLEM No. 3415.-By RUDOLF L'HERMET. BLACK



WHITE. White to play, and mate in two moves.

Messrs. Cassell and Co. are heartily to be congratulated on the new atlas which they have just published entitled "Cassell's Atlas," and edited by Dr. J. G. Bartholomew, whose name is a guarantee of accuracy and up-to-date information. The atlas, which accuracy and up-to-date information. The atias, which is of a handy size, contains eighty-eight double-page maps, together with a general index of place-names which in itself occupies some 140 pages. Considering the fact that the volume is as comprehensive as many far more ponderous and unwieldy and also more costly publications, the price of 12s. 6d. net is by no means excessive. It is an ideal atlas, not only for educational purposes but as an office reference book and for ordinary purposes, but as an office reference-book and for ordinary home use. Among the special points of excellence which we have noted in it are the clearness with which railways and stations are marked, and the provincial divisions of countries, such as the departments of France, the Russian provinces, and similar divisions in our own Canadian and Australian colonies. Physical and commercial features, as well as political boundaries, are abundantly indicated.

Squeezing a lemon at the table by hand is apt to be a sticky and uncomfortable process, and many who have suffered from it will welcome a new invention which has suffered from it will welcome a new invention which has just been placed upon the market by Messrs. A. E. Gutmann, of 8, Long Lane, E.C., and called the "Lemos" Lemon Clip. It consists of a little pair of finger-tongs, with a long pin through the middle. The piece of lemon, having been speared by the pin, can then be squeezed by the tongs. The flow of the juice can be directed at will, as it comes out where the pin sticks through and runs down the point. The "Lemos" Lemon Clip is made in three qualities—in nickel-plate at 28 and silver at 68 fd at 2s. 6d., silver-plate at 3s., and silver at 6s. 6d

### ECCLESIASTICAL NOTES.

THE Archbishop of York gave a series of striking addresses during his recent visit to Liverpool. He preached in the chapel of the Seamen's Orphan Institution. The congregation included the Lord Mayor and Lady Mayoress, who attended in state, and were accompanied by members of the City Council. Turning to the children of the Orphanage, Dr. Lang said: "It is a moving thought to me that I am speaking to boys and girls of every one of whom it is true that their father is not at home. He is elsewhere: he has gone. This year, for the first time, I know myself what it means to have no father at home." The Archbishop also spoke to a great men's gathering in the Philharmonic Hall.

Lady Beauchamp, recently laid the foundation-stone

Lady Beauchamp recently laid the foundation-stone of St. Martin's Church, in London Road, Worcester.—The Bishop (Dr. Yeatman-Biggs) was present, and moved a vote of thanks. The Rector of St. Martin's is the Rev. C. H. Gough. The total cost of the building will be about £10,000, of which nearly £3000 remains to be raised.

The Bishop of Bristol was the preacher at the annual National Service for Seamen, which was held last week at St. Paul's. His text was "The Lord made heaven and earth, the sea, and all that in them is." He spoke of the importance of sailors professing the Christian faith antition are read everywhere. faith setting a good example to the people of foreign countries which they visited from time to time. Of all missionaries there was none like the seafaring man who, in the presence of the heathen, lived a Christian life, and taught in the best of all ways, by example.

The Bishop of Carlisle has been visiting Birmingham The Bishop of Carlisle has been visiting Birmingham for the purpose of reopening All Saints' Parish Church. Dr. Diggle made an earnest appeal for greater regularity in public worship. He maintained that people should worship publicly, encouraging each other, and remarked that it was utter, downright selfishness, and nothing but individualism in religion run mad, when people excused themselves from going to public service. Wealthy Nonconformist congregations, he said, ought to help the weaker missions in the poor parts of our great towns.

The Rev. T. R. Hine-Haycock has been appointed to the office of Precentor of Westminster Abbey, shortly to be vacated by the Rev. H. G. Daniell-Bainbridge, who has accepted the Vicarage of Handsworth, Birmingham. Mr. Hine-Haycock was a pupil of the late Dr. Vaughan, and was appointed in 1895 Minor Canon of Westminster Abbey. of Westminster Abbey.

For the Doncaster Aviation Meeting, the Goldsmiths For the Doncaster Aviation Meeting, the Goldsmiths and Silversmiths Company, Ltd., with their customary forethought and enterprise, determined to present a beautiful solid gold challenge trophy, which is now being specially designed. A drawing of the trophy has been on view at the meeting, and, when completed, the trophy itself will be exhibited at the Company's showrooms at 112, Regent Street, W.

Under the gentle, soothing in-fluence of "Antexema" baby's skin troubles quickly vanish



### MORE NO SKIN **ILLNESS**

"Antexema" immediately relieves and quickly cures every form of Skin Ailment—It is the standard British Skin Cure

DERHAPS you will pardon two or three direct and plain questions. Does your skin get red, rough, and chafed easily? Have you spots, pimples, or blackhead on your face, or a rash or breaking-out in any part of your body? Are you worried and annoyed by skin irritation, or ezemants of the property face. on your face, arms, legs, back, or chest? on your face, arms, legs, back, or chest? Are there any other signs that your skin is unhealthy or is needing attention? If so, you will be glad to know that "Antexema" will cure you. Not only so, but the moment "Antexema" touches the bad place, irritation immediately stops and your cure commences. The immediate relief "Antexema" gives from irritation, however incessant, is wonderful. Time after time, people write and say that the first night they used "Antexema" was the first night for months that they had enjoyed restful sleep. You can safely they had enjoyed restful sleep. You can safely accept the assurance that "Antexema" will be as beneficial in your case as in theirs.

Try "Antexema"

and you will be as delighted as they were. The "Antexema" treatment is a medical treatment and was the discovery of a leading doctor who made a special study of skin ailments and their cure. a special study of skin aliments and their cure.

"Antexema" is not a greasy ointment, but is, on
the contrary, a milky-looking liquid, and when
gently applied to the skin, it is almost immediately
absorbed; and its healing virtues begin their
beneficent work. Whilst this is going on, the
affected part is covered by dry, invisible, artificial skin which protects it from germs and injury and cures the trouble. The antiseptic properties of "Antexema" are such that they disarm the germs and render them powerless for mischief. Never use greasy ointments, because they soil the clothing, stop up the pores, and are worse than useless. Bandages, too, are a mistake as they restrict the circulation, and therefore hinder a cure.

All skin sufferers should read the family handbook on "Skin Troubles," which tells you all about Acne, Babies' Skin Troubles, Bad Complexions, Barbers Rash, Blackheads, Blotches, Burns and Scalds, Delicate, Sensitive Easily-chapped Skin; Skin Troubles affecting the Ears, Eyes, Feet, Hands, and Scalp; Eczema (chronic and acute), Eczema of the Legs, Facial Blemishes, Gouty, Eczema, Leg Wounds, Lip and Chin Troubles, Nettlerash, Pimples, Prickly Heat, Psoriasis, Ringworm, Shingles, and Ulcers. You will learn what diet to adopt, the what diet to adopt, the general treatment you should

follow, and the handbook not only shows how to get cured now, but how to keep cured in the future. Everyone interested in the hygiene of the skin should have this little book. A copy is enclosed with every bottle of "Antexema."

Why be disfigured, tortured and humiliated?

Nothing can be more exasperating to a sensitive mind than to know that those you meet are noticing some breaking-out or blemish on your skin. Nothing is so disfiguring as a skin which skin. Nothing is so disfiguring as a skin which is red, rough, pimply, or scurfy, or which has upon it an angry-looking eruption; and certainly nothing worries or torments the sufferer like the itching of eczema or some other irritating skin ailment. Not only is this true, but all such annoyances and miseries are absolutely unnecessary. You can be immediately relieved and quickly cured, for "Antexema" will not only cure you but do this completely and permanently.

Many skin sufferers find it hard to believe that have tried some so-called remedy and found it utterly useless. They have been to doctors and skin specialists, and obtained no benefit, and a cure seems to them impossible. The most wonderful cures effected by "Antexema" have been in instances in which a cure seemed out of the question, and all hope had been abandoned question, and all hope had been abandoned. "Antexema" came on the scene and carried away as if by magic all the trouble, and the former sufferer has now as clear and spotless a skin as anyone could wish for. You would be interested in seeing the letters of grateful thanks received from

### those who in the past suffered skin martyrdom. Begin the Antexema" treatment.

There is only one way in which you can personally prove the wonderful curative virtues of . Antexema" and that method is to try it to-day, and you will soon be convinced that every claim made is more than justified. Please notice that "Antexema" is supplied in glass bottles so that there is no risk of metallic poisoning. Every Chemist, Pharmacist and Store, including Boots', Taylor's, Lewis and Burrow's, Parke's, and every Cash Chemist supplies "Antexema" in regular shilling bottles, or direct, post free for 1s. 3d., including Government stamp, from the Antexema Company, 83, Castle Road, London, N.W. Also obtainable in Australia, New Zealand,

what diet to adopt, the general treatment you should Antexes Every SKIN ILLNESS and all British Dominions. Canada, South Africa, India,



Eruptions, rashes, irritation, redness and chafing disappear when "Antexema" is used



Antexema" is recommended by trained nurses for skin troubles of the leg. It always cures

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